

# NACOmatic

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MO Min Alt#3 -	4	LRY -	115
MO Min Rdr#3 -	8	LXT -	225
MO Min TO#3 -	9	M05 -	59
1H0 -	356	M17 -	28
1MO -	281	M85 -	106
2H2 -	22	MAW -	243
3EX -	83	MBY -	258
3GV -	107	MCI -	138
3SQ -	332	MHL -	249
4K3 -	239	MKC -	175
6M6 -	267	MNF -	282
8WC -	304	MO3 -	439
94K -	62	MO8 -	41
AIZ -	133	MYJ -	254
AOV -	24	NVD -	286
BBG -	37	PLK -	299
BUM -	43	POF -	301
CGI -	52	RCM -	451
CHQ -	63	SET -	333
CHT -	64	SGF -	322
COU -	69	SIK -	318
DMO -	314	STJ -	335
DXE -	80	STL -	359
EIW -	289	SUS -	421
EOS -	283	SZL -	209
EVU -	252	TBN -	89
EZZ -	49	TKX -	198
FAM -	84	TRX -	447
FES -	88	TVB -	45
FTT -	101	UBX -	79
FYG -	454	UNO -	457
GLY -	67	UUV -	442
GPH -	270	VER -	31
H19 -	34	VIH -	307
H21 -	47		
H88 -	97		
HAE -	111		
HFJ -	261		
HIG -	118		
IRK -	203		
JEF -	120		
JLN -	125		
K02 -	295		
K07 -	306		
K15 -	292		
K33 -	311		
K52 -	263		
K57 -	445		
K89 -	240		
LBO -	222		
LLU -	220		

**COLUMBIA, MO**  
COLUMBIA RGNL ..... ILS or LOC/DME Rwy 21<sup>1</sup>  
LOC/DME BC Rwy 20<sup>1</sup>  
VOR Rwy 13<sup>2</sup>

<sup>1</sup>NA when local weather not available.  
<sup>2</sup>Categories A,B, 1000-2; Categories C,D,  
1000-3.

# ALTERNATE MINS



NAME ALTERNATE MINIMUMS  
**COUNCIL BLUFFS, IA**  
 COUNCIL  
 BLUFFS MUNI ..... RNAV (GPS) Rwy 14  
 RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 36  
 VOR-A

NA when local weather not available.

**CRESTON, IA**  
 CRESTON MUNI ..... RNAV (GPS) Rwy 16  
 RNAV (GPS) Rwy 34  
 NA when local weather not available.

**DAVENPORT, IA**  
 DAVENPORT MUNI ..... RNAV (GPS) Rwy 3  
 RNAV (GPS) Rwy 15  
 RNAV (GPS) Rwy 21  
 RNAV (GPS) Rwy 33  
 VOR Rwy 3  
 VOR Rwy 21  
 NA when local weather not available.

**DECORAH, IA**  
 DECORAH MUNI ..... RNAV (GPS) Rwy 29  
 NA when local weather not available.

**DES MOINES, IA**  
 DES MOINES INTL ..... ILS or LOC Rwy 5<sup>1</sup>  
 ILS or LOC Rwy 31<sup>1</sup>  
 ILS or LOC Rwy 31<sup>1</sup>  
 RNAV (GPS) Rwy 5<sup>2</sup>  
 RNAV (GPS) Rwy 13<sup>2</sup>  
 RNAV (GPS) Rwy 31<sup>2</sup>  
 VOR/DME Rwy 23<sup>3</sup>

<sup>1</sup>Category E, 900-2½.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Category C, 800-2¼; Category D, 800-2½.

**DUBUQUE, IA**  
 DUBUQUE RGNL ..... RNAV (GPS) Rwy 13  
 RNAV (GPS) Rwy 31  
 RNAV (GPS) Rwy 36  
 VOR Rwy 13<sup>1</sup>  
 VOR Rwy 31<sup>1</sup>  
 VOR Rwy 36  
 NA when local weather not available.

<sup>1</sup>Category D, 800-2¼.

**ESTHERVILLE, IA**  
 ESTHERVILLE MUNI ..... RNAV (GPS) Rwy 16  
 RNAV (GPS) Rwy 34  
 NA when local weather not available.

**FAIRFIELD, IA**  
 FAIRFIELD MUNI ..... RNAV (GPS) Rwy 18  
 RNAV (GPS) Rwy 36  
 NA when local weather not available.

NAME ALTERNATE MINIMUMS  
**FORT DODGE, IA**  
 FORT DODGE RGNL ..... RNAV (GPS) Rwy 12  
 RNAV (GPS) Rwy 30  
 VOR Rwy 12  
 VOR/DME Rwy 30  
 NA when local weather not available.

**FORT LEONARD WOOD, MO**  
 WAYNESVILLE-ST. ROBERT RGNL  
 FORNEY FIELD ..... ILS or LOC Rwy 14<sup>12</sup>  
 NDB Rwy 32<sup>1</sup>  
 RNAV (GPS) Rwy 14<sup>2</sup>  
 RNAV (GPS) Rwy 32<sup>2</sup>  
 VOR Rwy 14<sup>1</sup>  
 VOR Rwy 32<sup>1</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

**GRINNELL, IA**  
 GRINNELL RGNL ..... NDB Rwy 13  
 RNAV (GPS) Rwy 13  
 RNAV (GPS) Rwy 31  
 VOR/DME Rwy 31  
 NA when local weather not available.

**HARRISONVILLE, MO**  
 LAWRENCE  
 SMITHMEMORIAL ..... RNAV (GPS) Rwy 17  
 RNAV (GPS) Rwy 35  
 NA when local weather not available.

**IOWA CITY, IA**  
 IOWA CITY MUNI ..... RNAV (GPS) Rwy 25  
 RNAV (GPS) Rwy 30  
 VOR-A  
 NA when local weather not available.

**IOWA FALLS, IA**  
 IOWA FALLS MUNI ..... RNAV (GPS) Rwy 31  
 NA when local weather not available.

**JEFFERSON CITY, MO**  
 JEFFERSON CITY  
 MEMORIAL ..... ILS or LOC Rwy 30<sup>123</sup>  
 NDB Rwy 12<sup>14</sup>  
 RNAV (GPS) Rwy 12<sup>35</sup>  
 RNAV (GPS) Rwy 30<sup>35</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Category D, 800-2½.

<sup>5</sup>Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS  
**JOPLIN, MO**  
 JOPLIN RGNL ..... ILS or LOC/DME Rwy 18  
    ILS or LOC/NDB Rwy 13  
 NA when control tower closed.

**KAISER/LAKE OZARK, MO**  
 LEE C. FINE MEMORIAL ... RNAV (GPS) Rwy 3  
    RNAV (GPS) Rwy 21  
    VOR Rwy 3  
 NA when local weather not available.

**KANSAS CITY, MO**  
 CHARLES B. WHEELER  
 DOWNTOWN ..... ILS or LOC Rwy 3<sup>1</sup>  
    ILS or LOC Rwy 19<sup>2</sup>  
    NDB Rwy 19<sup>3</sup>  
    RNAV (GPS) Rwy 3<sup>4</sup>  
    RNAV (GPS) Rwy 21<sup>5</sup>  
    VOR Rwy 19  
    VOR Rwy 21<sup>5</sup>  
 NA when local weather not available.

- <sup>1</sup>ILS, LOC, Category A, B, 1300-2, Category C, D, 1300-3.  
<sup>2</sup>ILS, 700-2.  
<sup>3</sup>Category D, 800-2½.  
<sup>4</sup>Categories A, B, 1000-1¼; Category C, 1000-2¾; Category D, 1000-3.  
<sup>5</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

**KEOKUK, IA**  
 KEOKUK MUNI ..... NDB Rwy 14  
    NDB Rwy 26  
    RNAV (GPS) Rwy 8  
    RNAV (GPS) Rwy 14  
    RNAV (GPS) Rwy 26  
    RNAV (GPS) Rwy 32  
 NA when local weather not available.

**KIRKSVILLE, MO**  
 KIRKSVILLE  
 RGNL ..... ILS or LOC/DME Rwy 36  
    RNAV (GPS) Rwy 18  
    RNAV (GPS) Rwy 36  
    VOR-A  
    VOR/DME-B  
 NA when local weather not available.

**LE MARS, IA**  
 LE MARS MUNI ..... VOR/DME or GPS Rwy 36  
 Categories A, B, 900-2.

NAME ALTERNATE MINIMUMS  
**LEE'S SUMMIT, MO**  
 LEE'S SUMMIT MUNI ..... RNAV (GPS) Rwy 11  
    RNAV (GPS) Rwy 18  
    RNAV (GPS) Rwy 29  
    RNAV (GPS) Rwy 36  
 NA when local weather not available.

**MASON CITY, IA**  
 MASON CITY MUNI ..... RNAV (GPS) Rwy 18  
 NA when local weather not available.

**MUSCATINE, IA**  
 MUSCATINE MUNI ..... ILS or LOC Rwy 24<sup>1</sup>  
    RNAV (GPS) Rwy 6<sup>23</sup>  
    RNAV (GPS) Rwy 24<sup>2</sup>  
    VOR Rwy 6<sup>4</sup>

- <sup>1</sup>ILS, Categories B, C, D, 700-2.  
<sup>2</sup>NA when local weather not available.  
<sup>3</sup>Categories A, B, C, D, 800-2½.  
<sup>4</sup>Category C, 800-2¼; Category D, 800-2½.

**NEWTON, IA**  
 NEWTON MUNI ..... RNAV (GPS) Rwy 14  
    RNAV (GPS) Rwy 32  
 NA when local weather not available.

**OSKALOOSA, IA**  
 OSKALOOSA MUNI ..... RNAV (GPS) Rwy 13  
    RNAV (GPS) Rwy 31  
 NA when local weather not available.

**OTTUMWA, IA**  
 OTTUMWA RGNL ..... RNAV (GPS) Rwy 13  
    RNAV (GPS) Rwy 31  
    VOR/DME Rwy 13  
    VOR Rwy 31  
 NA when local weather not available.

**PELLA, IA**  
 PELLA MUNI ..... RNAV (GPS) Rwy 16  
    RNAV (GPS) Rwy 34  
 NA when local weather not available.

**POPLAR BLUFF, MO**  
 POPLAR BLUFF MUNI .... RNAV (GPS) Rwy 18<sup>1</sup>  
    RNAV (GPS) Rwy 36<sup>1</sup>  
    SDF Rwy 36<sup>2</sup>

- <sup>1</sup>NA when local weather not available.  
<sup>2</sup>NA except for operators with approved weather reporting service.





# RADAR INSTRUMENT APPROACH MINIMUMS

## ST JOSEPH, MO

Amdt 1, FEB 16, 2006 (FAA)

ELEV 826

## ROSECRANS MEMORIAL


RADAR - 120.35 360.8  

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	17		ABCDE	1026-¾	200	(200-¾)				
ASR	35		ABC	1200-1	386	(400-1)	DE	1200-1¼	386	(400-1¼)
	17		AB	1340-1	514	(600-1)	C	1340-1½	514	(600-1½)
			DE	1340-1¼	514	(600-1¼)				
CIRCLING			AB	1400-1	574	(600-1)	C	1400-1½	574	(600-1½)
			D	1500-2¼	674	(700-2¼)	E	1760-3	934	(1000-3)

When ST Joseph approach control closed, procedure not authorized.

## WHITEMAN AFB (KSZL), (Knob Noster), MO (Orig, 09155 USAF)

ELEV 870

RADAR<sup>12</sup> - (E) 125.1 284.0 

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	1 <sup>4</sup>		AB	1260/24	423	(400-½)
			CD	1260/40	423	(400-¾)
			E	1260/50	423	(400-1)
	19 <sup>3</sup>		AB	1260/24	390	(400-½)
			CDE	1260/40	390	(400-¾)
CIR <sup>5</sup>	1-19		AB	1340-1	470	(500-1)
			C	1340-1½	470	(500-1½)
			D	1420-2	550	(600-2)
			E	1460-2	590	(600-2)

<sup>1</sup>Opr H24 fr 1200Z++ Mon thru 0400Z++ Fri, 1300-2200Z++ Sat-Sun; clsd hol. <sup>2</sup>ASR MP 0700-1300Z++ Mon and Tue. <sup>3</sup>When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles. <sup>4</sup>When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles. <sup>5</sup>Circling not authorized W of Rwy 1-19. <sup>6</sup>Lost communications instructions will be issued in accordance with FAAO 7110.65. IF NO TRANSMISSIONS ARE RECEIVED FOR ONE MINUTE IN THE PATTERN OR 15 SECONDS ON FINAL APPROACH, ATTEMPT CONTACT ON 255.6 OR 132.4 AND PROCEED VFR. IF UNABLE, PROCEED WITH A TACAN/ILS APPROACH. MAINTAIN 3000' UNTIL ESTABLISHED ON THE APPROACH.

## INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

## NAME TAKE-OFF MINIMUMS

**ALBIA, IA**

## ALBIA MUNI

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 300-1.

DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 2000 before turning.

**ALGONA, IA**

## ALGONA MUNI

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA.

DEPARTURE PROCEDURE: **Rwy 12**, climb runway heading to 2000 before turning on course.

**AMES, IA**

## AMES MUNI

DEPARTURE PROCEDURE: **Rwys 1, 13, 31**, climb runway heading to 4000 before turning. **Rwy 19**, left turn, climb heading 130° to 4000 before turning.

**ANKENY, IA**

## ANKENY RGNL

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 150° to 2100 before turning on course. **Rwy 36**, climb heading 040° to 3000 before turning on course.

## NAME TAKE-OFF MINIMUMS

**ATLANTIC, IA**

## ATLANTIC MUNI (AIO)

## AMDT 6A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1½ or std. w/ min. climb of 208' per NM to 1400. **Rwy 12**, 400-2½ or std. w/ min. climb of 321' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 119° to 1700 before proceeding on course. **Rwy 20**, climb heading 198° to 2300 before proceeding on course. **Rwy 30**, climb heading 299° to 1900 before proceeding on course.

NOTE: **Rwy 2**, terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL. Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL. Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/1234' MSL. **Rwy 12**, terrain beginning 8' from DER, from 336' left of centerline to 422' right of centerline, up to 1300' MSL. Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL. Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL. **Rwy 20**, terrain beginning 72' from DER, from 538' left of centerline to 623' right of centerline, up to 1185' MSL. Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL. **Rwy 30**, terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.

**AUDUBON, IA**

AUDUBON COUNTY

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1.**AURORA, MO**

JERRY SUMNERS SR. AURORA MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 400' per NM to 1600.**BELLE PLAINE, IA**

BELLE PLAINE MUNI

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 300-1.**BLOOMFIELD, IA**

BLOOMFIELD MUNI (4K6)

ORIG-A 08185 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1300 before turning.NOTE: **Rwy 18**, building 353' from departure end of runway, 306' left of centerline, 30' AGL/915' MSL.**BOLIVAR, MO**

BOLIVAR MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 200-1½ or std. w/ min. climb of 252' per NM to 1400.NOTE: **Rwy 18**, east-west road, vehicle and transmission lines and poles beginning 627' from departure end of runway, up to 40' AGL/1138' MSL. Multiple trees beginning 667' from departure end of runway, 6' left of centerline, up to 75' AGL/1148' MSL. Silo 1059' from departure end of runway, 677' left of centerline, 100' AGL/1200' MSL. Multiple trees beginning 147' from departure end of runway, 39' right of centerline, up to 75' AGL/1157' MSL. **Rwy 36**, transmission lines and poles beginning 1208' from departure end of runway, 189' left of centerline, up to 40' AGL/1137' MSL. East-west transmission lines and poles beginning 1925' from departure end of runway, up to 50' AGL/1165' MSL. Multiple trees beginning 659' from departure end of runway, 58' right of centerline, up to 75' AGL/1201' MSL. Tree 5471' from departure end of runway, 1766' left of centerline, 100' AGL/1269' MSL.**BOONE, IA**

BOONE MUNI (BNW)

AMDT 5 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.NOTE: **Rwy 15**, tree 3565' from departure end of runway, 816' right of centerline, 100' AGL/1259' MSL. **Rwy 33**, tree 1442' from departure end of runway, 631' left of centerline, 100' AGL/1259' MSL. Vehicle on road 561' from departure end of runway, 573' right of centerline, 15' AGL/1174' MSL. Tank 3135' from departure end of runway, 1335' right of centerline, 140' AGL/1287' MSL.**BOONVILLE, MO**

JESSE VIETTEL MEMORIAL

NOTE: **Rwy 18**, multiple trees beginning 368' from departure end of runway, 383' left of centerline, up to 80' AGL/761' MSL. Road and vehicle 1232' from departure end of runway, on centerline, 17' AGL/746' MSL. Multiple trees beginning 500' from departure end of runway, 109' right of centerline, up to 80' AGL/786' MSL. **Rwy 36**, multiple trees and pole beginning 701' from departure end of runway, 67' left of centerline, up to 100' AGL/810' MSL. Multiple trees beginning 200' from departure end of runway, 334' right of centerline, up to 80' AGL/794' MSL.**BOWLING GREEN, MO**

BOWLING GREEN MUNI

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.**BRANSON, MO**

BRANSON (BBG)

ORIG 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 323° to 2000 before turning left.NOTE: **Rwy 14**, numerous trees beginning 1214' from DER, 4' right of centerline, up to 100' AGL/1449' MSL. **Rwy 32**, numerous trees beginning 77' from DER, 452' left of centerline, up to 100' AGL/1289' MSL.**BROOKFIELD, MO**

NORTH CENTRAL MISSOURI RGNL

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2 or std. with a min. climb of 246' per NM to 1400.NOTE: **Rwy 36**, tower 3197' from departure end of runway, 1744' right of centerline, 319' AGL/1169' MSL.**BURLINGTON, IA**

SOUTHEAST IOWA RGNL

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.DEPARTURE PROCEDURE: **Rwys 30, 36**, climb runway heading to 1500 before turning.**CABOOL, MO**

CABOOL MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 21**, 500-1 or std. with a min. climb of 400' per NM to 1700. **Rwy 3**, 300-1 or std. with a min. climb of 400' per NM to 1500.**CAMDENTON, MO**

CAMDENTON MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 15, 33**, 300-1.**CAPE GIRARDEAU, MO**

CAPE GIRARDEAU RGNL

TAKE-OFF MINIMUMS: **Rwys 10, 20**, 200-1 or std. with a min. climb rate of 220' per NM to 600.DEPARTURE PROCEDURE: **Rwy 2**, north and west departures (200° CW 035°), climb to 3500 via heading 035° before proceeding on course.



**CARROLL, IA**

ARTHUR N. NEU

TAKE-OFF MINIMUMS: **Rwys 3, 13, 21, 31**, 300-1.**CARUTHERSVILLE, MO**

CARUTHERSVILLE MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2 or std. with a min. climb of 250' per NM to 600.NOTE: **Rwy 36**, tower, 6503' from departure end of runway, 534' right of centerline, 202' AGL/470' MSL.**CEDAR RAPIDS, IA**

THE EASTERN IOWA

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 1300 before turning left.**CHARLES CITY, IA**

NORTHEAST IOWA RGNL (CCY)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35**, NA-Environmental.NOTE: **Rwy 12**, trees beginning 1002' from departure end of runway, 351' right of centerline, up to 100' AGL/1209' MSL. **Rwy 30**, trees beginning 1804' from departure end of runway, 621' right of centerline, up to 100' AGL/1229' MSL.**CHEROKEE, IA**

CHEROKEE COUNTY RGNL (CKP)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, NA-environmental. **Rwy 36**, 300-1¼ or std. w/ min. climb of 373' per NM to 1600.DEPARTURE PROCEDURE: **Rwy 18**, climb heading 178° to 1700 before proceeding on course. **Rwy 36**, climb heading 358° to 1900 before proceeding on course.NOTE: **Rwy 18**, rising terrain, buildings, vehicles on road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL. Trains on railroad beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL. **Rwy 36**, vehicles on road, trees beginning at DER, 416' left of centerline, up to 65' AGL/1284' MSL. Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL. Building 741' from DER, 557' right of centerline, 24' AGL/1239' MSL. Tower 5267' from DER, 382' left of centerline, 160' AGL/1390' MSL. Tower 6206' from DER, 171' right of centerline, 160' AGL/1440' MSL.**CHILLICOTHE, MO**

CHILLICOTHE MUNI (CHT)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.NOTE: **Rwy 14**, trees beginning 287' from DER, 261' left of centerline, up to 150' AGL/884' MSL. Vehicle on road 542' from DER, 454' right of centerline, 15' AGL/779' MSL. Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL. Tree 3217' from DER, 1285' right of centerline, 150' AGL/884' MSL. **Rwy 32**, trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/898' MSL. Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL. Trees beginning 164' from DER, 129' right of centerline, up to 150' AGL/924' MSL.**CLARINDA, IA**

SCHENCK FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1. **Rwy 31**, 700-2. DEPARTURE PROCEDURE: **Rwys 2, 13, 20, 31**, climb runway heading to 1700 before turning.**CLARION, IA**

CLARION MUNI

TAKE-OFF MINIMUMS: **Rwys 8, 14**, 300-1.**CLINTON, IA**

CLINTON MUNI (CWI)

ORIG 09015 (FAA)

NOTE: **Rwy 3**, obstruction light on DME 388' from departure end of runway, 264' left of centerline, 11' AGL/720' MSL. **Rwy 14**, tree 4799' from departure end of runway, 1703' left of centerline, 100' AGL/819' MSL. Fence 168' from departure end of runway, 121' left of centerline 6' AGL/695' MSL. Fence 289' from departure end of runway, 36' left of centerline, 11' AGL/700' MSL. **Rwy 21**, tree 406' from departure end of runway, 500' left of centerline, 17' AGL/706' MSL. **Rwy 32**, antenna on hopper 1315' from departure end of runway, 851' left of centerline, 82' AGL/781' MSL. Trees beginning 1303' from departure end of runway, 449' left of centerline, up to 68' AGL/767' MSL. Vehicle on road 201' from departure end of runway, 227' left of centerline, 15' AGL/716' MSL. Vehicle on road 509' from departure end of runway, 9' left of centerline, 15' AGL/718' MSL. Vehicle on road 1281' from departure end of runway, 554' right of centerline, 15' AGL/734' MSL. Fence beginning 170' from departure end of runway, 101' right of centerline up to 8' AGL/707' MSL.**COLUMBIA, MO**

COLUMBIA RGNL

TAKE-OFF MINIMUMS: **Rwy 31**, 800-2 or std. with a min. climb of 230' per NM to 1900.DEPARTURE PROCEDURE: **Rwy 31**, north or east bound, climb to 1900 on runway heading before proceeding on course.**CORNING, IA**

CORNING MUNI (CRZ)

AMDT 2 07354 (FAA)

NOTE: **Rwy 18**, road w/ vehicle, 159' from departure end of runway, on centerline, 23' AGL/1262' MSL. Trees beginning 161' from departure end of runway, 110' left of centerline, up to 100' AGL/1329' MSL. **Rwy 36**, trees beginning 945' from departure end of runway, 319' left of centerline, up to 100' AGL/1339' MSL. Tree 1212' from departure end of runway, 653' right of centerline, 100' AGL/1309' MSL.**COUNCIL BLUFFS, IA**

COUNCIL BLUFFS MUNI (CBF)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA-Runway under construction.NOTE: **Rwy 36**, trees 1196' from departure end of runway, 453' right of centerline, 100' AGL/1279' MSL.

**CRESCO, IA****ELLEN CHURCH FIELD**

DEPARTURE PROCEDURE: **Rwys 15, 33**, climb runway heading to 1700 before turning.

**CRESTON, IA****CRESTON MUNI**

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental.

NOTE: **Rwy 16**, multiple trees and terrain beginning 152' from departure end of runway, 128' left of centerline, up to 70' AGL/1360' MSL. Multiple bushes and terrain beginning 91' from departure end of runway, 93' right of centerline, up to 10' AGL/1313' MSL. Pole 242' from departure end of runway, 199' right of centerline, 7' AGL/1301' MSL. **Rwy 34**, terrain 561' from departure end of runway, 17' left of centerline, 1309' MSL. Terrain beginning 169' from departure end of runway, 236' right of centerline, up to 1309' MSL. Road/vehicle 756' from departure end of runway, on centerline, 15' AGL/1314' MSL.

**CUBA, MO****CUBA MUNI**

TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 240' per NM to 1100. **Rwy 36**, 200-1 or std. with a min. climb of 340' per NM to 1200.

**DAVENPORT, IA****DAVENPORT MUNI**

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.

DEPARTURE PROCEDURE: **Rwys 15, 21**, climb runway heading to 3000 before turning left.

**DECORAH, IA****DECORAH MUNI (DEH)****AMDT 1 08157 (FAA)**

DEPARTURE PROCEDURE: **Rwy 29**, Climb heading 294° to 1600 before turning left.

NOTE: **Rwy 11**, terrain beginning 70' from departure end of runway, 44' left of centerline, up to 0' AGL/1199' MSL. Terrain beginning 121' from departure end of runway, 49' right of centerline, up to 0' AGL/1199' MSL. **Rwy 29**, terrain beginning 67' from departure end of runway, 151' left of centerline, up to 0' AGL/1179' MSL. Terrain beginning 119' from departure end of runway, 125' right of centerline, up to 0' AGL/1179' MSL.

**DENISON, IA****DENISON MUNI (DNS)****ORIG 08269 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 6, 18, 24, 36**, NA-Environmental.

NOTE: **Rwy 12**, trees beginning 10' from departure end of runway, 202' left of centerline, up to 100' AGL/1352' MSL, trees beginning 293' from departure end of runway, 190' right of centerline, up to 100' AGL/1352' MSL.

**DES MOINES, IA****DES MOINES INTL**

NOTE: **Rwy 5**, tree 1057' from departure end of runway, 644' left of centerline, 69' AGL/1004' MSL. Tree 2398' from departure end of runway, 567' right of centerline, 89' AGL/1024' MSL. Tree 1701' from departure end of runway, 564' left of centerline, 70' AGL/1005' MSL. Tree 3176' from departure end of runway, 425' right of centerline, 106' AGL/1041' MSL. Tree 2610' from departure end of runway, 774' right of centerline, 91' AGL/1026' MSL. Pole 1202' from departure end of runway, 500' left of centerline, 55' AGL/990' MSL. Tree 1541' from departure end of runway, 390' left of centerline, 54' AGL/989' MSL. Pole 2281' from departure end of runway, 365' right of centerline, 71' AGL/1001' MSL. Pole 2306' from departure end of runway, 371' right of centerline, 66' AGL/1001' MSL. Tree 2306' from departure end of runway, 371' left of centerline, 59' AGL/994' MSL. Tree 3754' from departure end of runway, 270' left of centerline, 96' AGL/1031' MSL. Obstruction light 191' from departure end of runway, 253' left of centerline, 6' AGL/941' MSL. **Rwy 13**, tree 727' from departure end of runway, 619' right of centerline, 40' AGL/997' MSL. Tree 1093' from departure end of runway, 690' right of centerline, 46' AGL/1003' MSL. Tree 799' from departure end of runway, 598' right of centerline, 32' AGL/989' MSL. Tree 1266' from departure end of runway, 652' right of centerline, 43' AGL/1000' MSL. Tree 1427' from departure end of runway, 830' left of centerline, 45' AGL/1002' MSL. Tree 1793' from departure end of runway, 794' right of centerline, 48' AGL/1005' MSL. **Rwy 31**, tree 2492' from departure end of runway, 912' right of centerline, 66' AGL/977' MSL.

**DEXTER, MO****DEXTER MUNI (DXE)****AMDT 3 08213 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 251' per NM to 1100 or 900-2½' for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 36**, trees and wind sock beginning 144' from departure end of runway, 128' right of centerline, up to 87' AGL/399' MSL. Trees beginning 2295' from departure end of runway, 169' right of centerline, up to 78' AGL/388' MSL. Trees beginning 2342' from departure end of runway, 164' left of centerline, up to 74' AGL/387' MSL.



**DUBUQUE, IA****DUBUQUE RGNL**

TAKE-OFF MINIMUMS: **Rwy 13**, 200-1¼ or std. w/ min. climb of 226' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 13**, multiple trees and poles beginning 2916' from departure end of runway, 20' left of centerline, up to 74' AGL/1185' MSL. Multiple trees and poles beginning 4857' from departure end of runway, 559' right of centerline, up to 68' AGL/1227' MSL. **Rwy 18**, elevator 3457' from departure end of runway, 242' left of centerline, 80' AGL/1150' MSL. Tree 1987' from departure end of runway, 938' right of centerline, 77' AGL/1088' MSL. **Rwy 31**, tower and multiple trees beginning 2427' from departure end of runway, 490' left of centerline, up to 85' AGL/1168' MSL.

**EAGLE GROVE, IA****EAGLE GROVE MUNI**

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1.

**EMMETSBURG, IA****EMMETSBURG MUNI**

TAKE-OFF MINIMUMS: **Rwys 4, 35**, 300-1.

**EXCELSIOR SPRINGS, MO****EXCELSIOR SPRINGS MEMORIAL**

DEPARTURE PROCEDURE: **Rwys 1, 19**, eastbound departures (010° CW 190°) climb runway heading to 1850 before turning.

**FAIRFIELD, IA****FAIRFIELD MUNI**

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA-environmental

**FARMINGTON, MO****FARMINGTON RGNL**

DEPARTURE PROCEDURE: **Rwy 20**, north and west departures (200° CW 020°) climb to 2100 via runway heading before proceeding on course.

**FESTUS, MO****FESTUS MEMORIAL**

TAKE-OFF MINIMUMS: **Rwy 36**, 700-1 or std. with a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures, climb runway heading to 1500 before turning on course.

**FOREST CITY, IA****FOREST CITY MUNI**

TAKE-OFF MINIMUMS: **Rwys 9, 33**, 300-1.

**FORT DODGE, IA****FORT DODGE RGNL (FOD)****ORIG 07354 (FAA)**

DEPARTURE PROCEDURE: **Rwy 24**, Climb heading 240° to 1800 before turning south.

NOTE: **Rwy 6**, trees beginning 1266' from departure end of runway, 442' left of centerline, up to 57' AGL/1207' MSL. **Rwy 12**, tree 532' from departure end of runway, 414' left of centerline, up to 49' AGL/1179' MSL, trees beginning 506' from departure end of runway, 5' right of centerline, 49' AGL/1188' MSL. **Rwy 24**, sign 57' from departure end of runway, 245' right of centerline, 35' AGL/1085' MSL. Tree 1264' from departure end of runway, 595' right of centerline, 64' AGL/1114' MSL. Sign 54' from departure end of runway, 253' left of centerline, 33' AGL/1083' MSL. **Rwy 30**, trees and pole beginning 195' from departure end of runway, 31' left of centerline, up to 20' AGL/1165' MSL.

**FREDERICKTOWN, MO****FREDERICKTOWN RGNL**

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 400-2 or std. with a min. climb of 275' per NM to 1300.

**FULTON, MO****ELTON HENSLEY MEMORIAL (FTT)****AMDT 1 09071 (FAA)**

DEPARTURE PROCEDURE: **Rwy 36**, Climb heading 001° to 1400 before turning right.

NOTE: **Rwy 18**, tree 1506' from DER, 809' right of centerline, 100' AGL/989' MSL. **Rwy 36**, tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.

**GRINNELL, IA****GRINNELL RGNL (GGI)****AMDT 1 08157 (FAA)**

NOTE: **Rwy 13**, road plus vehicles beginning 164' from departure end of runway, 497' left of centerline, 15' AGL/1024' MSL. Trees beginning 958' from departure end of runway, 324' left of centerline, up to 50' AGL/1059' MSL. **Rwy 31**, tree 681' from departure end of runway, 589' right of centerline, up to 75' AGL/1075' MSL. Tree 716' from departure end of runway, 610' left of centerline, up to 50' AGL/1009' MSL. Road plus vehicle beginning 22' from departure end of runway, 215' right of centerline, 15' AGL/995' MSL. Multiple poles and buildings beginning 492' from departure end of runway, 249' right of centerline, up to 23' AGL/1032' MSL.

**HAMPTON, IA****HAMPTON MUNI**

TAKE-OFF MINIMUMS: **Rwy 17**, 400-1. **Rwy 35**, 300-1.

**HANNIBAL, MO****HANNIBAL RGNL (HAE)****ORIG 09127 (FAA)**

NOTE: **Rwy 17**, trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL. **Rwy 35**, trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL. Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.

**HARLAN, IA**

HARLAN MUNI

TAKE-OFF MINIMUMS: **Rwys 3, 15, 21, 33**, 300-1.**HARRISONVILLE, MO**

LAWRENCE SMITH MEMORIAL (LRY)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1¾ or std. w/ min climb of 346' per NM to 1300.

NOTES: **Rwy 17**, vehicle on road 660' from departure end of runway, 618' left of centerline, 15' AGL/914' MSL. Tree 26' from departure end of runway, 448' left of centerline, 10' AGL/889' MSL. Multiple trees beginning 178' from departure end of runway, on centerline, up to 88' AGL/937' MSL. Multiple trees beginning 1271' from departure end of runway, 277' left of centerline, up to 53' AGL/932' MSL. Multiple trees beginning 1722' from departure end of runway, 500' right of centerline, up to 100' AGL/959' MSL. **Rwy 35**, Multiple trees beginning 69' from departure end of runway, 439' left of centerline, up to 57' AGL/984' MSL. Vehicle on road 620' from departure end of runway, on centerline, up to 15' AGL/934' MSL. Multiple trees beginning 572' from departure end of runway, 130' right of centerline, up to 69' AGL/987' MSL. Multiple trees beginning 2132' from departure end of runway, 103' right of centerline, up to 85' AGL/1034' MSL. Multiple trees beginning 3635' from departure end of runway, 877' right of centerline up to 100' AGL/1059' MSL. Multiple trees beginning 3819' from departure end of runway, 280' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 5443' from departure end of runway, 1738' left of centerline, up to 100' AGL/1079' MSL. Tank 1.5 NM from departure end of runway, 1141' right of centerline, 203' AGL/1153' MSL.

**HIGGINSVILLE, MO**

HIGGINSVILLE INDUSTRIAL MUNI

NOTE: **Rwy 16**, multiple trees beginning 87' from departure end of runway, 389' right of centerline, up to 100' AGL/879' MSL. Multiple trees beginning 472' from departure end of runway, 313' left of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 626' from departure end of runway, 472' left of centerline, up to 75' AGL/854' MSL. **Rwy 34**, multiple trees beginning 23' from departure end of runway, 155' right of centerline, up to 100' AGL/949' MSL. Multiple trees beginning 1860' from departure end of runway, 76' right of centerline, up to 100' AGL/919' MSL. Road 644' from departure end of runway, on centerline, 15' AGL/864' MSL.

**INDEPENDENCE, IA**

INDEPENDENCE MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, IFR take-off NA.DEPARTURE PROCEDURE: **Rwy 35**, climb runway heading to 4000 before turning.**IOWA CITY, IA**

IOWA CITY MUNI (IOW)

AMDT 3A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 200-1½ or std. w/ min. climb of 269' per NM to 900. **Rwy 30**, 300-2 or std. w/ min. climb of 374' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn heading 180° and IOW VORTAC R-057 to IOW VORTAC.

NOTE: **Rwy 7**, multiple trees beginning 145' from departure end of runway, 199' left of centerline up to 38' AGL/802' MSL. Road, multiple trees and poles beginning 155' from departure end of runway 4' right of centerline, up to 16' AGL/721' MSL. **Rwy 12**, multiple trees beginning 227' from departure end of runway, 270' right of centerline up to 20' AGL/737' MSL. Light pole 850' from departure end of runway, 142' right of centerline, 33' AGL/681' MSL. Railroad 1002' from departure end of runway, 6' left of centerline, 25' AGL/675' MSL. Road 587' from departure end of runway, 303' left of centerline, 15' AGL/666' MSL. Obstruction light on building 861' from departure end of runway, 315' left of centerline, 32' AGL/682' MSL. Trees beginning 255' from departure end of runway, 464' left of centerline, 50' AGL/699' MSL. **Rwy 25**, tree 1753' from departure end of runway, 368' right of centerline, 77' AGL/775' MSL. Sign 2233' from departure end of runway, 418' right of centerline, 25' AGL/764' MSL. Obstruction light pole 1723' from departure end of runway, 435' right of centerline, 32' AGL/750' MSL. Building 3654' from departure end of runway, 1034' right of centerline, 31' AGL/768' MSL. Fence 1897' from departure end of runway, 423' left of centerline, 15' AGL/734' MSL. Multiple trees, signs, and obstruction light poles, beginning 2696' from departure end of runway, 343' left of centerline up to 51' AGL/843' MSL. Power pole 2464' from departure end of runway, 248' right of centerline, 39' AGL/780' MSL. **Rwy 30**, Multiple trees, obstruction light poles, and towers beginning 1115' from departure end of runway, 12' right of centerline up to 258' AGL/936' MSL. Multiple trees and antenna beginning 1662' from departure end of runway, 195' left of centerline, up to 44' AGL/786' MSL.

**IOWA FALLS, IA**

IOWA FALLS MUNI (IFA)

ORIG 09071 (FAA)

NOTE: **Rwy 13**, multiple trees and buildings beginning 1092' from DER, 349' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31**, multiple trees and buildings beginning 1023' from DER, 750' left of centerline, up to 100' AGL/1259' MSL.

**JEFFERSON, IA**

JEFFERSON MUNI

TAKE-OFF MINIMUMS: **Rwy 32**, 400-2.

## JEFFERSON CITY, MO

JEFFERSON CITY MEMORIAL (JEF)

AMDT 7 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1%. **Rwy 27**, 300-1½ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 088° to 1200 before proceeding on course. **Rwy 12**, climb heading 120° to 1100 before proceeding on course. **Rwy 27**, climb heading 268° to 1100 before proceeding on course. **Rwy 30**, climb heading 300° to 1000 before proceeding on course.

NOTE: **Rwy 9**, glideslope antenna 1101' from departure end of runway, 598' right of centerline, 31' AGL/577' MSL. Trees beginning 4022' from departure end of runway, 1487' left to 1110' right of centerline, up to 100' AGL/839' MSL. **Rwy 12**, trees beginning 2134' from departure end of runway, 980' left of centerline, up to 56' AGL/603' MSL. **Rwy 27**, hangar and trees beginning 600' from departure end of runway, 199' right of centerline, up to 100' AGL/739' MSL. Antenna on bridge, tower, water treatment plant, and trees beginning 94' from departure end of runway, 113' left of centerline, up to 100' AGL/759' MSL. **Rwy 30**, light on DME, sign, tower, poles, and trees beginning 617' from departure end of runway, 216' left of centerline, up to 109' AGL/649' MSL. Vehicles on road, pole and trees beginning 397' from departure end of runway, 265' right of centerline, up to 133' AGL/681' MSL.

## JOPLIN, MO

JOPLIN RGNL

TAKE-OFF MINIMUMS: **Rwy 18**, std. with a min. climb of 328' per NM to 2500, or 1500-3 for climb in visual conditions. **Rwy 23**, std. with a min. climb of 340' per NM to 2500, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13**, climb via heading 134° to 2500 before proceeding on course. **Rwy 18**, climb via heading 178° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course. **Rwy 23**, climb via heading 226° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1250' from departure end of runway, 277' left to 223' right of centerline, up to 60' AGL/1050' MSL. **Rwy 13**, multiple trees beginning 475' from departure end of runway, 693' left to 1726' right of centerline, up to 100' AGL/1189' MSL. **Rwy 18**, obstruction light 1161' from departure end of runway, 265' right of centerline, 32' AGL/1007' MSL. **Rwy 23**, multiple trees beginning 623' from departure end of runway, 267' left to 187' right of centerline, up to 70' AGL/1032' MSL. **Rwy 31**, multiple trees beginning 1141' from departure end of runway, 730' left of centerline, up to 60' AGL/994' MSL.

## KAISER (LAKE OZARK), MO

LEE C. FINE MEMORIAL

NOTE: **Rwy 3**, multiple trees beginning 12' from departure end of runway, 420' left of centerline, up to 37' AGL/906' MSL. Tree 338' from departure end of runway, 481' right of centerline, 44' AGL/913' MSL. **Rwy 21**, multiple trees beginning 266' from departure end of runway, 395' left of centerline, up to 72' AGL/935' MSL. Multiple trees beginning 235' from departure end of runway, 468' right of centerline, up to 82' AGL/945' MSL.

## KANSAS CITY, MO

CHARLES B. WHEELER DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 1**, 400-2 ¼ or std. with a min. climb of 335' per NM to 2000. **Rwy 3**, 400-2½ or std. with a min. climb of 235' per NM to 1900. **Rwy 19**, 1300-3 or std. with a min. climb of 669' per NM to 2500. **Rwy 21**, 200-1¼ or std. with a min. climb of 238' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 1**, climb via heading 008° to 2000 before proceeding on course. **Rwy 3**, climb via heading 033° to 1900 before proceeding on course. **Rwy 19**, climb via heading 188° to 2500 before proceeding on course. **Rwy 21**, climb via heading 213° to 1100 before proceeding on course.

NOTE: **Rwy 1**, multiple roads, trees, buildings and towers beginning at departure end of runway, 135' left of centerline, up to 100' AGL/1079' MSL. Obstruction light on elevator 3663' from departure end of runway, 1231' right of centerline, 172' AGL/912' MSL. Tree 1.7 NM from departure end of runway, 1564' left of centerline, 100' AGL/1029' MSL. **Rwy 3**, multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from departure end of runway, 240' right of centerline, up to 94' AGL/853' MSL. Obstruction light on elevator 829' from departure end of runway 478' right of centerline, 125' AGL/865' MSL. Crane T 2.1 NM from departure end of runway, 3151' right of centerline, 296' AGL/1110' MSL. **Rwy 19**, multiple trees, towers, buildings, and obstruction lights beginning 282' from departure end of runway, 279' right of centerline, up to 291' AGL/1251' MSL. tower 2.5 NM from departure end of runway, 3165' left of centerline, 1168' AGL/2049' MSL. **Rwy 21**, multiple bridge, levee, trees, cranes, towers, and buildings beginning 205' from departure end of runway, 476' right of centerline, up to 118' AGL/858' MSL, obstruction light on elevator 5178' from departure end of runway, 803' left of centerline, 148' AGL/896' MSL, stack 1.3 NM from departure end of runway, 589' left of centerline, 198' AGL/948' MSL.

## KANSAS CITY INTL

NOTE: **Rwy 1R**, tree 1653' from departure end of runway, 661' left of centerline, 60' AGL/1019' MSL. **Rwy 9**, tree 4544' from departure end of runway, 638' right of centerline, 100' AGL/1159' MSL. **Rwy 27**, trees beginning 1066' from departure end of runway, across centerline, up to 86' AGL/1095' MSL.

## KENNETT, MO

KENNETT MEMORIAL

NOTE: **Rwy 2**, tree 1869' from departure end of runway, 637' right of centerline, 78' AGL/338' MSL. Tree 1919' from departure end of runway, 648' right of centerline, 78' AGL/337' MSL. **Rwy 20**, tree 2018' from departure end of runway, 75' left of centerline, 65' AGL/320' MSL. Tree 1938' from departure end of runway, 297' left of centerline, 69' AGL/328' MSL. Dead tree 1057' from departure end of runway, 324' right of centerline, 46' AGL/300' MSL. Treeline 1083' from departure end of runway, 408' right of centerline, 44' AGL/298' MSL. Treeline 1085' from departure end of runway, 420' right of centerline, 45' AGL/299' MSL.

**KEOKUK, IA****KEOKUK MUNI**

NOTE: **Rwy 8**, tree 79' from departure end of runway, 513' right of centerline, 26' AGL/695' MSL. Fence and trees 102' from departure end of runway, 298' left of centerline, 37' AGL/706' MSL. **Rwy 14**, multiple trees 200' from departure end of runway, 156' left of centerline, 65' AGL/704' MSL. Multiple trees 172' from departure end of runway, 92' right of centerline, 70' AGL/739' MSL. **Rwy 26**, tree 298' from departure end of runway, 496' left of centerline, 56' AGL/695' MSL. Tank and trees 351' from departure end of runway, 508' right of centerline, 111' AGL/790' MSL. **Rwy 33**, multiple trees 303' from departure end of runway, 243' left of centerline 56' AGL/725' MSL. Hanger and tree 281' from departure end of runway, 442' right of centerline, 61' AGL/730' MSL.

**KIRKSVILLE, MO****KIRKSVILLE RGNL**

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-turf runways. NOTE: **Rwy 18**, multiple trees beginning 986' from departure end of runway, 278' left of centerline, up to 44' AGL/1023' MSL. **Rwy 36**, multiple trees and poles beginning 935' from departure end of runway, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from departure end of runway, 269' right of centerline, 7' AGL/986' MSL. Truck on road beginning 1081' from departure end of runway, 785' right of centerline, 17' AGL/996' MSL. Tree 326' from departure end of runway, 473' left of centerline, 17' AGL/976' MSL.

**LAMAR, MO****LAMAR MUNI (LLU)****ORIG 08101 (FAA)**

NOTE: **Rwy 3**, Road/Vehicle 201' from departure end of runway, 512' left of centerline, 15' AGL/1014' MSL. Road/Vehicle 385' from departure end of runway, 158' left of centerline, 15' AGL/1014' MSL. School 534' from departure end of runway, 386' right of centerline, 16' AGL/1015' MSL. **Rwy 21**, Road/Vehicle 274' from departure end of runway, 387' left of centerline, 15' AGL/1024' MSL.

**LE MARS, IA****LE MARS MUNI**

DEPARTURE PROCEDURE: **Rwy 18**, turn right, heading 270°, climb to 3500 before turning on course. **Rwy 36**, climb to 3500 before turning on course. NOTE: **Rwy 18**, vehicle on road, 293' from departure end of runway, 292' left of centerline, 17' AGL/1216' MSL.

**LEE'S SUMMIT, MO****LEE'S SUMMIT MUNI**

NOTE: **Rwy 18**, multiple trees beginning 13' from departure end of runway, 116' left of centerline, up to 63' AGL/1062' MSL. **Rwy 11**, building 140' from departure end of runway, 388' left of centerline, 24' AGL/1023' MSL. Multiple buildings 169' from departure end of runway, 334' right of centerline, 26' AGL/1019' MSL. Multiple trees beginning 233' from departure end of runway, 182' left of centerline, up to 40' AGL/1039' MSL. **Rwy 29**, multiple antennas and poles 402' from departure end of runway, 408' right of centerline, up to 35' AGL/1024' MSL. Tank 344' from departure end of runway, 419' right of centerline, 13' AGL/1002' MSL. Multiple trees beginning 648' from departure end of runway, 73' left of centerline, up to 67' AGL/1036' MSL. **Rwy 36**, pole 77' from departure end of runway, 316' right of centerline, 11' AGL/1010' MSL. Post 39' from departure end of runway, 461' right of centerline, 8' AGL/1007' MSL. Multiple trees beginning 206' from departure end of runway, 241' right of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from departure end of runway, 93' left of centerline, up to 36' AGL/1015' MSL.

**LEXINGTON, MO****LEXINGTON MUNI**

TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36**, std. except NA at night. **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 800.

**MALDEN, MO****MALDEN RGNL (MAV)****ORIG 09295 (FAA)**

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 317° to 900 before turning left. NOTE: **Rwy 14**, trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL. **Rwy 18**, trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL. Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL. **Rwy 36**, trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.

**MAPLETON, IA****JAMES G. WHITING MEMORIAL FIELD**

TAKE-OFF MINIMUMS: **Rwy 2**, 400-1.

DEPARTURE PROCEDURE: **Rwys 2, 20**, climb runway heading to 1600 before turning.

**MAQUOKETA, IA****MAQUOKETA MUNI**

DEPARTURE PROCEDURE: **Rwy 33**, climb runway heading to 1300 before turning.



**MARSHALL, MO****MARSHALL MEMORIAL MUNI**

TAKE-OFF MINIMUMS: **Rwy 18**, std. with a min. climb of 284' per NM to 2100, or 1300-3 for climb in visual conditions. **Rwy 27**, std. with a min. climb of 300' per NM to 2100, or 1300-2½ for climb in visual conditions. **Rwy 36**, std. with a min. climb of 263' per NM to 1500, or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 18, 27, 36**, for climb in visual conditions: Cross Marshall Memorial Muni airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 36**, tower 319' from departure end of runway, 483' right of centerline, 53' AGL/817' MSL. Tower 1.9 NM from departure end of runway, 1.1 NM left of centerline, 382' AGL/1162' MSL.

**MARYVILLE, MO****NORTHWEST MISSOURI RGNL (EVU)****AMDT 3 09183 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 260' per NM to 2000 or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 323° to 1800 before turning right. **Rwy 36**, for climb in visual conditions cross Northwest Missouri Rgnl airport at or above 2100 MSL before proceeding on course.

NOTE: **Rwy 32**, tree 436' from DER, 321' left of centerline, 58' AGL/1156' MSL.

**MEXICO, MO****MEXICO MEMORIAL**

TAKE-OFF MINIMUMS: **Rwy 24**, std. with a min. climb of 230' per NM to 2200, or 900-2½ for climb in visual conditions. **Rwy 36**, NA, obstacles.

DEPARTURE PROCEDURE: **Rwy 24**, for climb in visual conditions: cross Mexico Memorial Airport at or above 1700.

NOTE: **Rwy 6**, multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline, up to 100' AGL/902' MSL.

**MILFORD, IA****FULLER**

TAKE-OFF MINIMUMS: **Rwys 9, 18, 36**, 300-1. **Rwy 27**, 600-2.

DEPARTURE PROCEDURE: **Rwys 9, 18, 36**, climb runway heading to 2000 before turning.

**MONETT, MO****MONETT MUNI**

NOTE: **Rwy 18**, multiple trees and fence beginning 2' from departure end of runway, 437' left of centerline, up to 39' AGL/1340' MSL. Multiple trees 1107' from departure end of runway, 293' right of centerline, up to 27' AGL/1342' MSL. **Rwy 36**, multiple trees, antennas, buildings, light poles and hangar beginning 24' from departure end of runway, 399' right of centerline, up to 60' AGL/1379' MSL. Trees 1006' from departure end of runway, 521' left of centerline, 54' AGL/1353' MSL.

**MONTICELLO, IA****MONTICELLO RGNL**

NOTE: **Rwy 15**, 969' MSL tree 2849' from departure end of runway, 60' right of centerline.

**MONTICELLO, MO****LEWIS COUNTY RGNL**

NOTE: **Rwy 36**, tree 2609' from departure end of runway, 980' right of centerline, 45' AGL/741' MSL.

**MOSBY, MO****MIDWEST NATIONAL AIR CENTER (GPH)****AMDT 1 07354 (FAA)**

NOTE: **Rwy 18**, multiple trees beginning 1562' from departure end of runway, 16' right of centerline, up to 100' AGL/861' MSL. Multiple trees beginning 1278' from departure end of runway, 46' left of centerline, up to 100' AGL/859' MSL. **Rwy 36**, multiple trees beginning 2224' from departure end of runway, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from departure end of runway, 231' left of centerline, up to 100' AGL/916' MSL.

**MOUNT PLEASANT, IA****MOUNT PLEASANT MUNI**

TAKE-OFF MINIMUMS: **Rwys 3, 21**, 300-1. **Rwy 33**, 500-2 or std. with a min. climb of 280' per NM to 1400.

**MOUNTAIN GROVE, MO****MOUNTAIN GROVE MEMORIAL**

TAKE-OFF MINIMUMS: **Rwy 26**, 300-1.

**MOUNTAIN VIEW, MO****MOUNTAIN VIEW**

TAKE-OFF MINIMUMS: **Rwy 28**, 600-2 or std. with a min. climb of 220' per NM to 1900.

DEPARTURE PROCEDURE: **All runways** climb to 1900 via runway heading before proceeding on course.

**MUSCATINE, IA****MUSCATINE MUNI**

DEPARTURE PROCEDURE: **Rwys 6, 24, 30**, climb runway heading to 2300 before proceeding on course. **Rwy 12**, climbing left turn to 2300 via DDD R-070 before proceeding on course.

**NEOSHO, MO****NEOSHO HUGH ROBINSON**

NOTE: **Rwy 1**, multiple trees and power poles beginning 198' from departure end of runway, 168' left of centerline, up to 100' AGL/1319' MSL. Multiple trees and power poles beginning 82' from departure end of runway, 22' right of centerline, up to 100' AGL/1339' MSL. **Rwy 19**, truck on road 346' from departure end of runway, 592' left of centerline, 17' AGL/1266' MSL. Multiple trees, tower and truck on road beginning 142' from departure end of runway, 432' right of centerline, up to 160' AGL/1396' MSL.

**NEW MADRID, MO****COUNTY MEMORIAL**

DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures (010° CW 170°) climb to 1200 on runway heading before proceeding on course.

**NEWTON, IA****NEWTON MUNI**

NOTE: **Rwy 14**, truck on road 3112' from departure end of runway, 1243' right of centerline, 15' AGL/964' MSL, tree 7519' from departure end of runway, multiple trees beginning 2996' from departure end of runway, 1200' left of centerline, up to 100' AGL/1059' MSL. **Rwy 32**, trees 10' from departure end of runway, 437' left of centerline, 30' AGL/989' MSL, sign 126' from departure end of runway, 490' right of centerline, 8' AGL/967' MSL, truck on road 302' from departure end of runway, 513' right of centerline, 17' AGL/976' MSL, multiple trees beginning 531' from departure end of runway, 439' right of centerline, up to 32' AGL/991' MSL.

**OELWEIN, IA****OELWEIN MUNI**

TAKE-OFF MINIMUMS: **Rwy 13**, 500-1 or std. with a min. climb of 212' per NM to 1700.

**ORANGE CITY, IA****ORANGE CITY MUNI**

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

**OSAGE BEACH, MO****GRAND GLAIZE-OSAGE BEACH**

DEPARTURE PROCEDURE: **Rwys 14, 32**, maintain runway heading to 1200 before turning on course.

**OSKALOOSA, IA****OSKALOOSA MUNI (OOA)****ORIG 09295 (FAA)**

NOTE: **Rwy 13**, tree 262' from DER, 477' left of centerline, 100' AGL/939' MSL. **Rwy 31**, windsock 3' from DER, 357' right of centerline, 13' AGL/852' MSL. NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL. Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL. Tree 2056' from DER, 609' right of centerline, 59' AGL/893' MSL.

**OTTUMWA, IA****OTTUMWA RGNL (OTM)****ORIG 09071 (FAA)**

NOTE: **Rwy 4**, bush 98' from DER, 211' right of centerline, 5' AGL/850' MSL. Tree 629' from DER, 380' right of centerline, 34' AGL/863' MSL. Tree 847' from DER, 248' right of centerline, 34' AGL/863' MSL. **Rwy 13**, pole 2026' from DER, 961' left of centerline, 59' AGL/898' MSL. **Rwy 22**, tree 1010' from DER, 403' right of centerline, 54' AGL/883' MSL. Tree 1072' from DER, 70' right of centerline, 45' AGL/874' MSL. **Rwy 31**, tree 794' from DER, 661' left of centerline, 56' AGL/885' MSL.

**PELLA, IA****PELLA MUNI (PEA)****AMDT 1 08325 (FAA)**

NOTE: **Rwy 16**, trees, buildings and ground beginning 9' from departure end of runway, 144' left of centerline, up to 100' AGL/979' MSL. Trees beginning 54' from departure end of runway, 193' right of centerline, up to 100' AGL/959' MSL. **Rwy 34**, trees and poles beginning 838' from departure end of runway, 135' left of centerline, up to 100' AGL/979' MSL. Trees and poles beginning 226' from departure end of runway, 296' right of centerline, up to 100' AGL/989' MSL. Vehicle on road at departure end of runway, 499' right of centerline, 15' AGL/895' MSL.

**PERRY, IA****PERRY MUNI (PRO)****ORIG 08269 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental. NOTE: **Rwy 14**, tree 40' from departure end of runway, 180' left of centerline, 13' AGL/1017' MSL. **Rwy 32**, trees beginning 1882' from departure end of runway, 917' left of centerline, up to 100' AGL/1099' MSL. Vehicles beginning 565' from departure end of runway, right to left of centerline, up to 17' AGL/1036' MSL.

**POCAHONTAS, IA****POCAHONTAS MUNI (POH)****AMDT 2A 09127 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Turf. **Rwy 29**, 300-1.

**POINT LOOKOUT, MO****M. GRAHAM CLARK-TANEY COUNTY**

DEPARTURE PROCEDURE: **Rwy 11**, north departures (290° CW 090°) climb to 1700 on runway heading before proceeding on course.

**POPLAR BLUFF, MO****POPLAR BLUFF MUNI**

NOTE: **Rwy 18**, multiple trees beginning 511' from departure end of runway, 515' right of centerline, up to 95' AGL/420' MSL. Multiple trees beginning 878' from departure end of runway, 109' left of centerline, up to 103' AGL/428' MSL. **Rwy 36**, multiple trees beginning 1163' from departure end of runway, 340' right of centerline, up to 66' AGL/391' MSL. Multiple trees beginning 1191' from departure end of runway, 92' left of centerline, up to 79' AGL/404' MSL.

**POTOSI, MO****WASHINGTON COUNTY**

TAKE-OFF MINIMUMS: **Rwy 20**, 500-2½ or std. w/ min. climb of 307' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 017° to 1600 before turning left.

NOTE: **Rwy 20**, trees 1.67 NM from departure end of runway, 95' left of centerline, 100' AGL/1348' MSL.

**RED OAK, IA****RED OAK MUNI**

TAKE-OFF MINIMUMS: **Rwy 13**, 400-1. **Rwys 31, 35**, 300-1.

DEPARTURE PROCEDURE: **Rwys 5, 13, 17, 31, 35** climb runway heading to 1600 before turning eastbound.



## ROCK RAPIDS, IA ROCK RAPIDS MUNI

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1.

## ROLLA, MO

### ROLLA DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 9**, 400-2 or std. with a min. climb of 311' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 090° to 1500 before proceeding on course.

NOTE: **Rwy 9**, tower 9162' from departure end of runway, 975' left of centerline, 155' AGL/1333' MSL.

## ST. CHARLES, MO

### ST. CHARLES COUNTY SMARTT

TAKE-OFF MINIMUMS: **Rwy 36**, std. with a min. climb of 262' per NM to 1300, OR 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: cross St. Charles County Smartt airport at or above 1300 before proceeding on course.

NOTE: **Rwy 36**, tree 2.3 NM from departure end of runway, 3932' right of centerline, 100' AGL/891' MSL.

## ST. JOSEPH, MO

### ROSECRANS MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 31**, 400-2½ or std. with a min. climb of 325' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 13**, climb via heading 132° to 2200 before turning left.

NOTE: **Rwy 13**, tree 3394' from departure end of runway, 655' left of centerline, 100' AGL/919' MSL. **Rwy 17**, trees beginning 2691' from departure end of runway, across course, up to 109' AGL/928' MSL. **Rwy 31**, trees beginning 1.18 NM from departure end of runway, 986' left of centerline, up to 100' AGL/1139' MSL.

## ST. LOUIS, MO

### CREVE COEUR (1H0)

AMD 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-2½ or std. w/ min. climb of 206' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway. **Rwy 34**, 300-2½ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 34**, climb heading 338° to 1100 before proceeding on course.

NOTE: **Rwy 16**, vehicle on road, pole and trees beginning 200' from departure end of runway, 219' right of centerline, up to 100' AGL/546' MSL. Trees beginning 100' from departure end of runway, 356' left of centerline, up to 100' AGL/719' MSL. **Rwy 34**, multiple trees beginning 1847' from departure end of runway, 418' right of centerline up to 100' AGL/749' MSL. Levee and trees beginning 744' from departure end of runway, 275' left of centerline, up to 90' AGL/612' MSL.

## ST. LOUIS, MO (CON'T)

### LAMBERT-ST. LOUIS INTL

TAKE-OFF MINIMUMS: **Rwy 11**, 200-1¼ or std. with a min. climb of 407' per NM to 900. **Rwy 24**, 100-1¼ or std. with a min. climb of 280' per NM to 800. **Rwy 30L**, 100-1 or std. with a min. climb of 276' per NM to 800. **Rwy 30R**, 200-1½ or std. with a min. climb of 322' per NM to 900.

NOTE: **Rwy 6**, railroad 578' from departure end of runway, 621' left of centerline, 23' AGL/557' MSL, obstruction light on LDA 1038' from departure end of runway, 706' right of centerline, 25' AGL/573' MSL, antenna on building, 2478' from departure end of runway, 1009' right of centerline, 30' AGL/598' MSL. **Rwy 11**, control tower 5025' from departure end of runway, 1523' left of centerline, 219' AGL/774' MSL. Multiple buildings, towers and trees beginning 2029' from departure end of runway, 37' left of centerline, up to 219' AGL/774' MSL. Multiple signs, trees, towers, and buildings beginning 1794' from departure end of runway, 40' right of centerline, up to 114' AGL/702' MSL. **Rwy 12L**, multiple trees and transmission towers beginning 1489' from departure end of runway, 72' right of centerline, up to 119' AGL/687' MSL. Obstruction light on DME 607' from departure end of runway, 260' left of centerline, 21' AGL/619' MSL. Multiple trees and transmission towers beginning 990' from departure end of runway, 158' left of centerline, up to 91' AGL/646' MSL. **Rwy 12R**, multiple signs beginning 2933' from departure end of runway, 780' right of centerline, up to 88' AGL/672' MSL. Traffic signal 1578' from departure end of runway, 703' right of centerline, 25' AGL/636' MSL. Bush 1857' from departure end of runway, 500' right of centerline, 25' AGL/636' MSL. Transmission tower 5819' from departure end of runway, 665' right of centerline, 116' AGL/696' MSL. Multiple trees and transmission towers beginning 1966' from departure end of runway, 165' left of centerline, up to 119' AGL/687' MSL. **Rwy 24**, multiple trees and poles beginning 1067' from departure end of runway, 176' left of centerline, up to 90' AGL/683' MSL. Obstruction light on sign 1898' from departure end of runway, 502' left of centerline, 35' AGL/593' MSL. Multiple poles, trees and buildings beginning 1639' from departure end of runway, 92' right of centerline, up to 95' AGL/712' MSL. Tower 6429' from departure end of runway, 877' right of centerline, 103' AGL/703' MSL. **Rwy 30L**, road 1087' from departure end of runway, 601' left of centerline, 20' AGL/569' MSL. Pole 1803' from departure end of runway, 640' left of centerline, 14' AGL/585' MSL. Multiple trees beginning 3601' from departure end of runway, 193' left of centerline, up to 93' AGL/697' MSL. Antenna on building 675' from departure end of runway, 185' right of centerline, 14' AGL/563' MSL. Road 577' from departure end of runway, 503' right of centerline, 30' AGL/571' MSL. Road 1020' from departure end of runway, 583' right of centerline, 31' AGL/580' MSL. Traffic signal 1123' from departure end of runway, 217' right of centerline, 25' AGL/574' MSL. Terrain 1584' from departure end of runway, 672' right of centerline, 0' AGL/592' MSL. Multiple trees and poles beginning 2626' from departure end of runway, 43' right of centerline, up to 84' AGL/684' MSL. Obstruction light on localizer 614' from departure end of runway, on centerline, 8' AGL/558' MSL. **Rwy 30R**, obstruction light on glideslope 2098' from departure end of runway, 900' left of centerline, 48' AGL/587' MSL. Multiple trees, buildings, street lights, and antennae beginning 1548' from departure end of runway, 343' right of centerline, up to 147' AGL/741' MSL.

**ST. LOUIS, MO (CON'T)**

SPIRIT OF ST. LOUIS (SUS)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8R**, 700-1 or std. w/ min. climb of 364' per NM to 800. **Rwy 26L**, 400-1½ or std. with a min. climb of 258' per NM to 900.

NOTE: **Rwy 8L**, obstruction light 1214' from departure end of runway, 96' right of centerline, 27' AGL/496' MSL. **Rwy 8R**, antenna on building 142' from departure end of runway, 241' left of centerline, 10' AGL/470' MSL, antenna 262' from departure end of runway, 557' left of centerline, 26' AGL/487' MSL, trees beginning 5372' from departure end of runway, 1792' right of centerline, up to 94' AGL/653' MSL. **Rwy 26L**, trees beginning 1356' from departure end of runway, across centerline, up to 117' AGL/786' MSL.

**SEDALIA, MO**

SEDALIA MEMORIAL (DMO)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, trees beginning 280' from departure end of runway, 356' left of centerline, up to 47' AGL/956' MSL. Trees beginning 158' from departure end of runway, 340' right of centerline, up to 49' AGL/958' MSL. **Rwy 23**, aircraft on ramp 34' from departure end of runway, 265' left of centerline, 15' AGL/934' MSL. Vehicle on road 417' from departure end of runway, 498' left of centerline, 15' AGL/924' MSL. Train 604' from departure end of runway, left to right of centerline, 23' AGL/932' MSL. Trees beginning 681' from departure end of runway, 286' right of centerline, up to 100' AGL/1009' MSL. Tower 4773' from departure end of runway, 577' right of centerline, 166' AGL/1030' MSL. **Rwy 36**, trees beginning 1948' from departure end of runway, 125' left of centerline, up to 100' AGL/949' MSL. Trees beginning 914' from departure end of runway, 698' right of centerline, up to 100' AGL/969' MSL.

**SHENANDOAH, IA**

SHENANDOAH MUNI

TAKE-OFF MINIMUMS: **Rwy 4**, 500-3 or std. w/ min. climb of 260' per NM to 1700. **Rwy 12**, 500-2 ¼ or std. w/ min. climb of 280' per NM to 1600.

NOTE: **Rwy 4**, towers 2.5 NM from departure end of runway, 3155' right of centerline, 491' AGL/1463' MSL. **Rwy 12**, tower 2.2 NM from departure end of runway, 2351' left of centerline, 317' AGL/1437' MSL. **Rwy 22**, tree 2023' from departure end of runway, 508' left of centerline, 61' AGL/1030' MSL. Catenary 965' from departure end of runway, 427' left of centerline, 35' AGL/999' MSL. Bush 101' from departure end of runway, 171' right of centerline, 8' AGL/972' MSL. Pole 1132' from departure end of runway, 253' left of centerline, 32' AGL/996' MSL. Fence 200' from departure end of runway, 392' left of centerline, 3' AGL/967' MSL. **Rwy 30**, trees 950' from departure end of runway, 200' right of centerline, 75' AGL/1024' MSL.

**SIKESTON, MO**

SIKESTON MEMORIAL MUNI

NOTE: **Rwy 20**, multiple light poles and trees beginning 166' from departure end of runway, 398' right of centerline, up to 49' AGL/368' MSL. Rod on light pole 1167' from departure end of runway, 798' left of centerline, 34' AGL/348' MSL.

**SIOUX CENTER, IA**

SIOUX CENTER MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1.**SIOUX CITY, IA**

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, std. w/ min. climb of 250' per NM to 4200, or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31**, climb via heading 310° to 2000 before turning east. **Rwy 35**, for climb in visual conditions: cross Sioux Gateway/Col Bud Day Field at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 13**, trees beginning 2042' from DER, 899' right of centerline, up to 100' AGL/1189' MSL. **Rwy 31**, trees beginning 2885' from DER, 122' left of centerline, up to 82' AGL/1171' MSL. Trees beginning 3100' from DER, 431' right of centerline, up to 100' AGL/1174' MSL. **Rwy 35**, trees beginning 795' from DER, 161' left of centerline, up to 100' AGL/1194' MSL. Trees beginning 473' from DER, 229' right of centerline, up to 100' AGL/1194' MSL.

**SPRINGFIELD, MO**

SPRINGFIELD-BRANSON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 250' per NM to 1400.

**SULLIVAN, MO**

SULLIVAN RGNL

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. with a min. climb of 320' per NM to 1200.

**TARKIO, MO**

GOULD PETERSON MUNI (K57)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1797' from departure end of runway, 22' left of centerline, 59' AGL/968' MSL. Multiple trees, power poles, vehicle on road and well beginning 94' from departure end of runway, 163' right of centerline, 75' AGL/984' MSL. **Rwy 36**, multiple trees, power poles beginning 404' from departure end of runway, 126' left of centerline, 31' AGL/990' MSL. Multiple trees, power poles and hangers beginning 44' from departure end of runway, 68' right of centerline, 48' AGL/997' MSL.

**TIPTON, IA**

MATHEWS MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 11, 29**, 300-1.

DEPARTURE PROCEDURE: **Rwy 11**, climb runway heading to 3000 before turning. **Rwy 29**, climbing right turn heading 360° to 3000 before turning.

**TRENTON, MO**

TRENTON MUNI

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 500-2 or std. with a min. climb of 350' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1400 before proceeding on course.

**VINTON, IA****VINTON VETERANS MEMORIAL AIRPARK**

DEPARTURE PROCEDURE: **All Rwy's**, north and east departures (270° CW 160°) climb on runway heading to 3400 before turning.

**WARRENSBURG, MO****SKYHAVEN**

NOTE: **Rwy 13**, sign 177' from departure end of runway, 273' right of centerline, 30' AGL/815' MSL. **Rwy 18**, multiple trees beginning 5' from departure end of runway, 160' right of centerline, up to 39' AGL/826' MSL. Building, sign, multiple trees and poles beginning 466' from departure end of runway, 188' left of centerline, up to 48' AGL/837' MSL. **Rwy 36**, multiple trees beginning 192' from departure end of runway, 327' right of centerline, up to 20' AGL/817' MSL.

**WASHINGTON, IA****WASHINGTON MUNI**

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

**WASHINGTON, MO****WASHINGTON RGNL (FYG)****AMDT 1 09295 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 33**, 400-2½ or std. w/ min. climb of 275' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 153° to 1100 before turning left.

NOTE: **Rwy 15**, numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL.

**Rwy 33**, numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL.

Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.

**WATERLOO, IA****WATERLOO RGNL**

NOTE: **Rwy 6**, multiple trees beginning 2087' from departure end of runway, 265' right of centerline, up to 71' AGL/944' MSL, tree 2226' from departure end of runway, 125' left of centerline, 69' AGL/932' MSL. **Rwy 24**, tree 2262' from departure end of runway, 473' right of centerline, 55' AGL/925' MSL. **Rwy 30**, multiple trees beginning 2160' from departure end of runway, 938' right of centerline, up to 95' AGL/995' MSL. **Rwy 36**, multiple trees beginning 1213' from departure end of runway, 157' right of centerline, up to 54' AGL/1004' MSL.

**WAVERLY, IA****WAVERLY MUNI**

TAKE-OFF MINIMUMS: **Rwys 11, 29**, 300-1.

**WEST PLAINS, MO****WEST PLAINS MUNI**

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. w/ a min. climb of 215' per NM to 1500.

NOTE: **Rwy 18**, multiple trees beginning 98' from departure end of runway, 65' right of centerline, up to 50' AGL/1267' MSL. Multiple trees beginning 978' from departure end of runway, 388' left of centerline, up to 100' AGL/1277' MSL. **Rwy 36**, trees 3567' from departure end of runway, 14' left of centerline, 100' AGL/1319' MSL. Trees 5791' from departure end of runway, 1206' left of centerline, 100' AGL/1379' MSL.

**WEST UNION, IA****GEORGE L. SCOTT MUNI**

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700 before turning.

**WHITEMAN AFB (KSZL)****KNOB NOSTER, MO. . . . . ORIG, 09155**

TAKE-OFF OBSTACLES: **Rwy 1**, Aircraft 14' AGL/885' MSL, 22' from DER, 430' left of centerline. Aircraft 14' AGL/885' MSL, 31' from DER, 535' left of centerline.

**Rwy 19**, Aircraft 16' AGL/851' MSL, 22' from DER, 468' left of centerline. Aircraft 16' AGL/851' MSL, 57' from DER, 468' left of centerline. Aircraft 14' AGL/849' MSL, 13' from DER, 538' left of centerline.

**WINTERSET, IA****WINTERSET-MADISON COUNTY**

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1.



▼ Use Springfield altimeter setting.

▲ NA

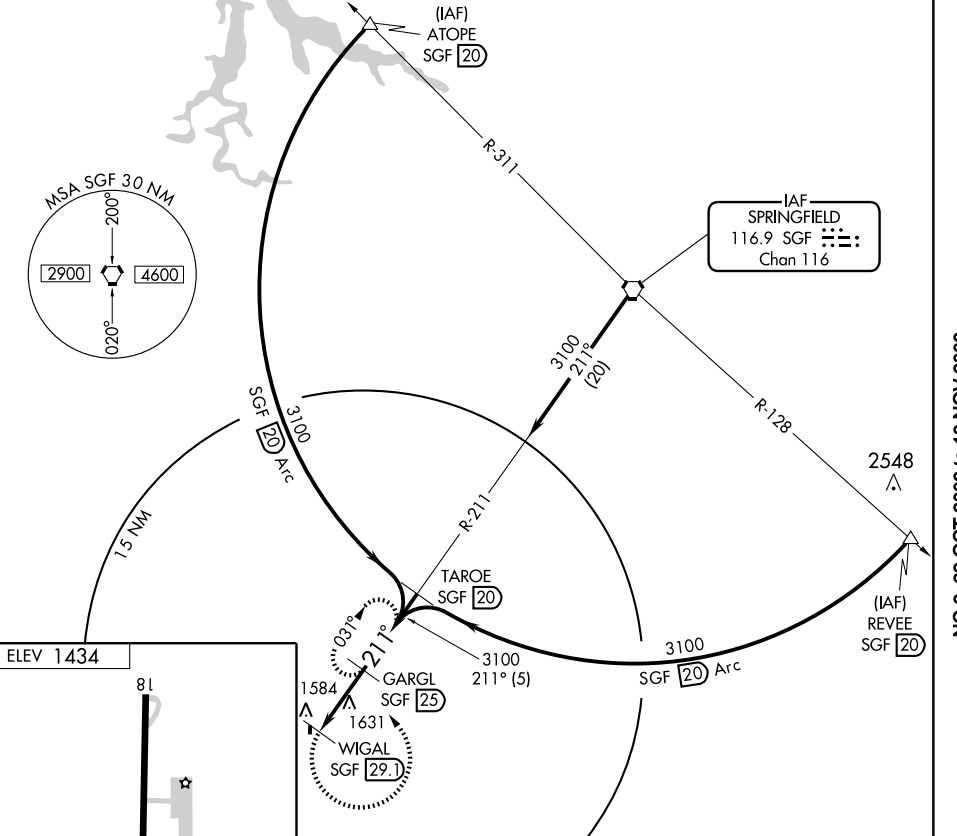
MISSED APPROACH: Climbing left turn to 3100 via SGF R-211 to GARGL/25 DME and hold.

SPRINGFIELD APP CON

124.95 318.2

UNICOM

122.8 (CTAF) 0



	3100	GARGL SGF [25]	GARGL SGF [25]	TAROE SGF [20]	
	SGF R-211				
	WIGAL SGF [29.1]	3100	211°	3100	Procedure Turn NA
	4.1 NM	5 NM			
CATEGORY	A	B	C	D	
CIRCLING	1960-1 526 (600-1)	1960-1¼ 526 (600-1¼)	1960-1½ 526 (600-1½)	NA	



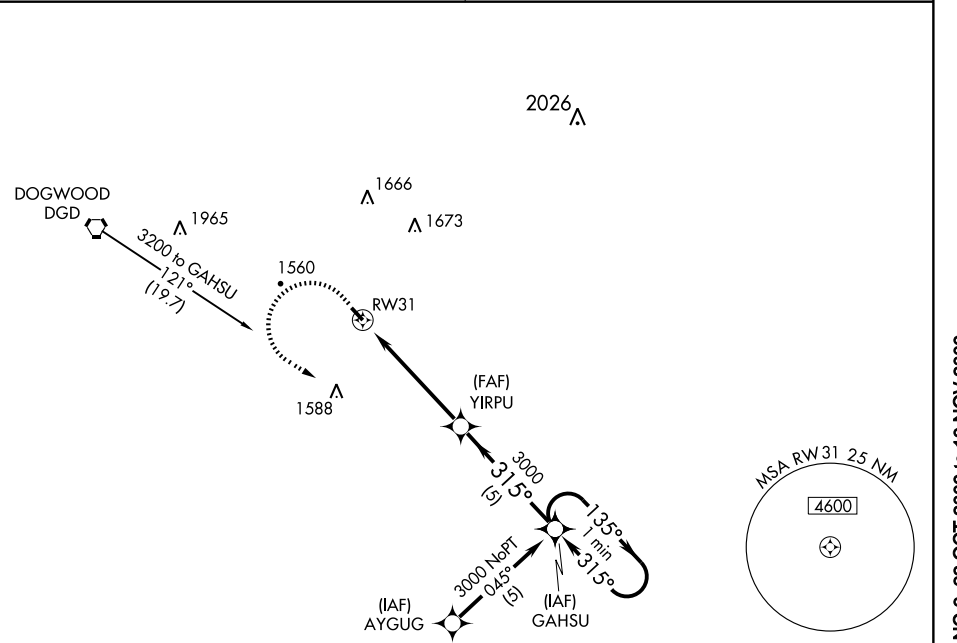
▲ NA

Use Springfield altimeter setting.

MISSED APPROACH: Climb to 2400 then climbing left turn to 3000 direct GAHSU WP and hold.

SPRINGFIELD APP CON  
126.35

UNICOM  
122.7 (CTAF) **U**



2400

3000

GAHSU

YIRPU

GAHSU

One Minute Holding Pattern

RW31

3000

135°

315°

3000

5.2 NM

5 NM

CATEGORY	A	B	C	D
S-31	1940-1	629 (700-1)	NA	
CIRCLING	1980-1	669 (700-1)	NA	

ELEV 1311

315°

0.8% UP

3634 X 30

TDZE 1311

315° to RW31

MIRL Rwy 13-31 **U**

NC-3, 22 OCT 2009 to 19 NOV 2009

⚠ NA


Use Springfield altimeter setting.

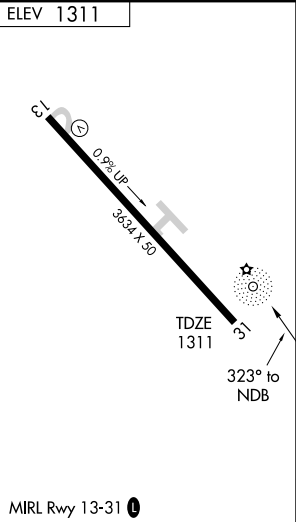
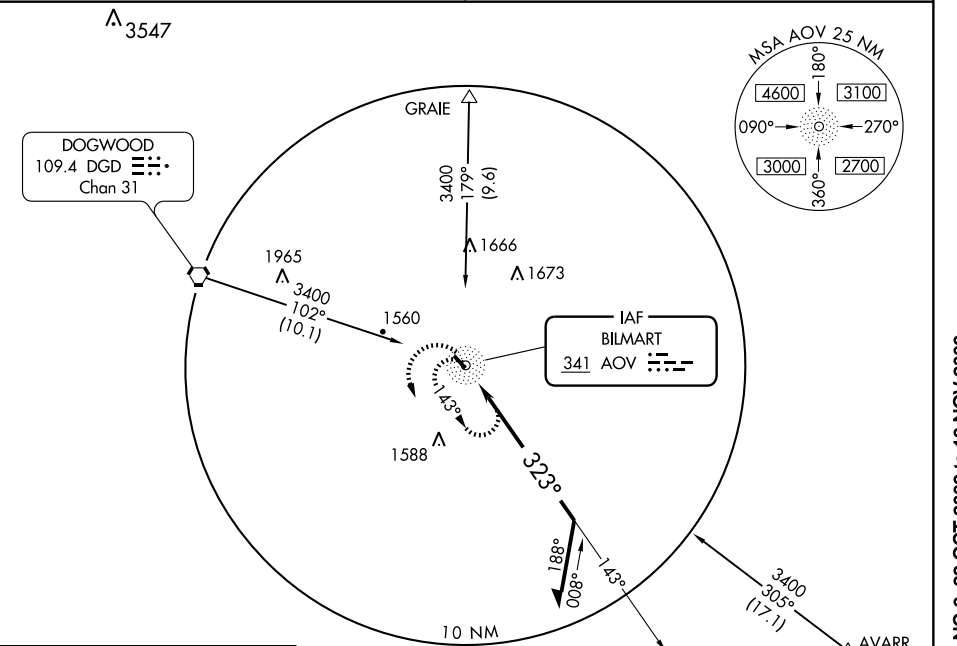
MISSED APPROACH: Climbing left turn to 3400 in AOV NDB holding pattern.

SPRINGFIELD APP CON

126.35

UNICOM

122.7 (CTAF) 

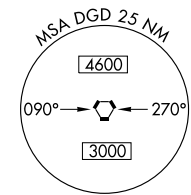
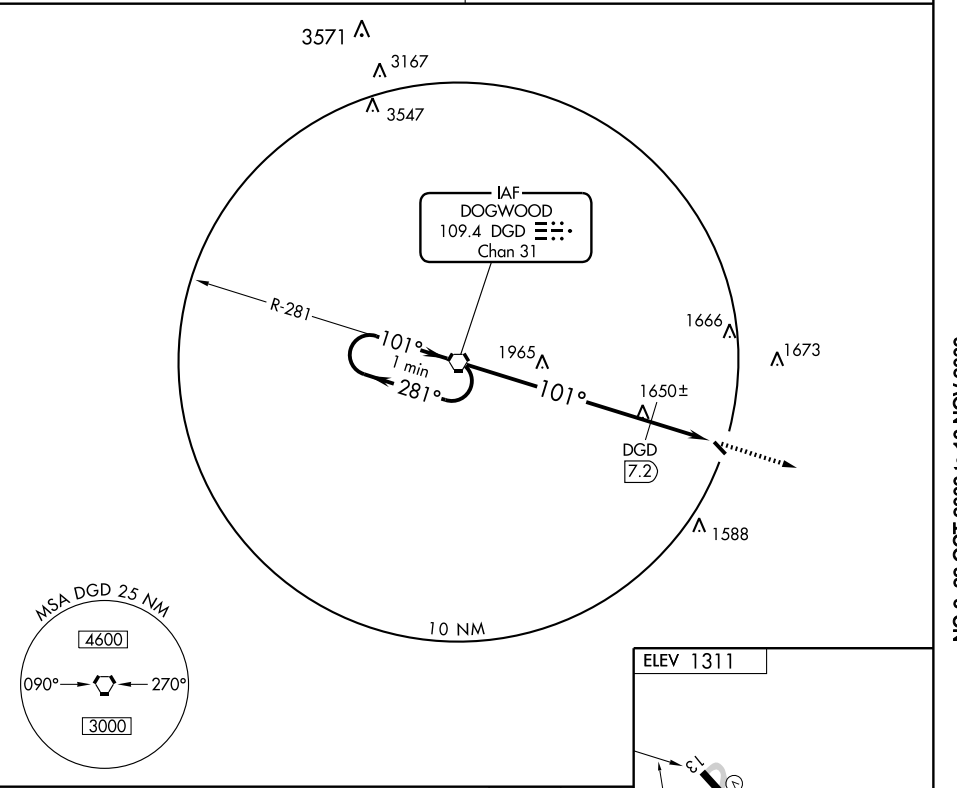


<div><div>3400</div><div>AOV</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div><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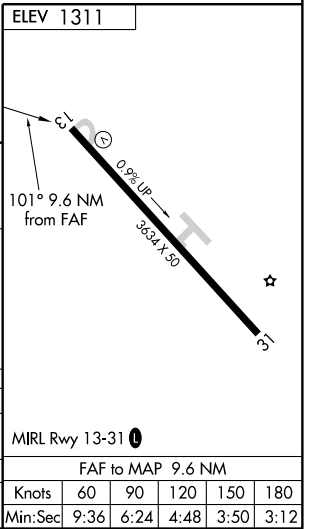


VORTAC DGD <b>109.4</b> Chan <b>31</b>	APP CRS <b>101°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1311</b>
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<b>NA</b> Use Springfield altimeter setting.	MISSED APPROACH: Climbing to 3400 then direct DGD VORTAC and hold.
SPRINGFIELD APP CON <b>126.35</b>	UNICOM <b>122.7</b> (CTAF) <b>1</b>



One Minute Holding Pattern			VORTAC		<div>3400 ↑</div>		<div>DGD 109.4</div>	
<div>3400 ← 281° 101° →</div>			✖		<div>101°</div>		<div>DGD 7.2</div>	
					<div>2560</div>		<div>DGD 9.6</div>	
			7.2 NM		2.4 NM			
CATEGORY	A	B	C	D				
CIRCLING	2560-1	1249 (1300-1)	NA					
DME MINIMUMS								
CIRCLING	2000-1	689 (700-1)	NA					



▼

NA

DME/DME RNP- 0.3 NA.

Visibility reduction by helicopters NA.

Use Springfield-Branson National altimeter setting.

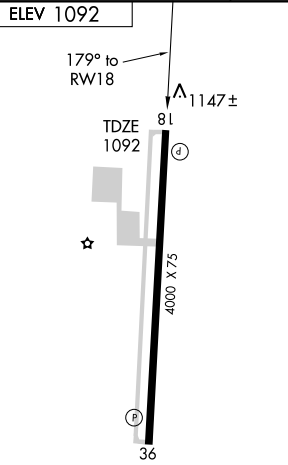
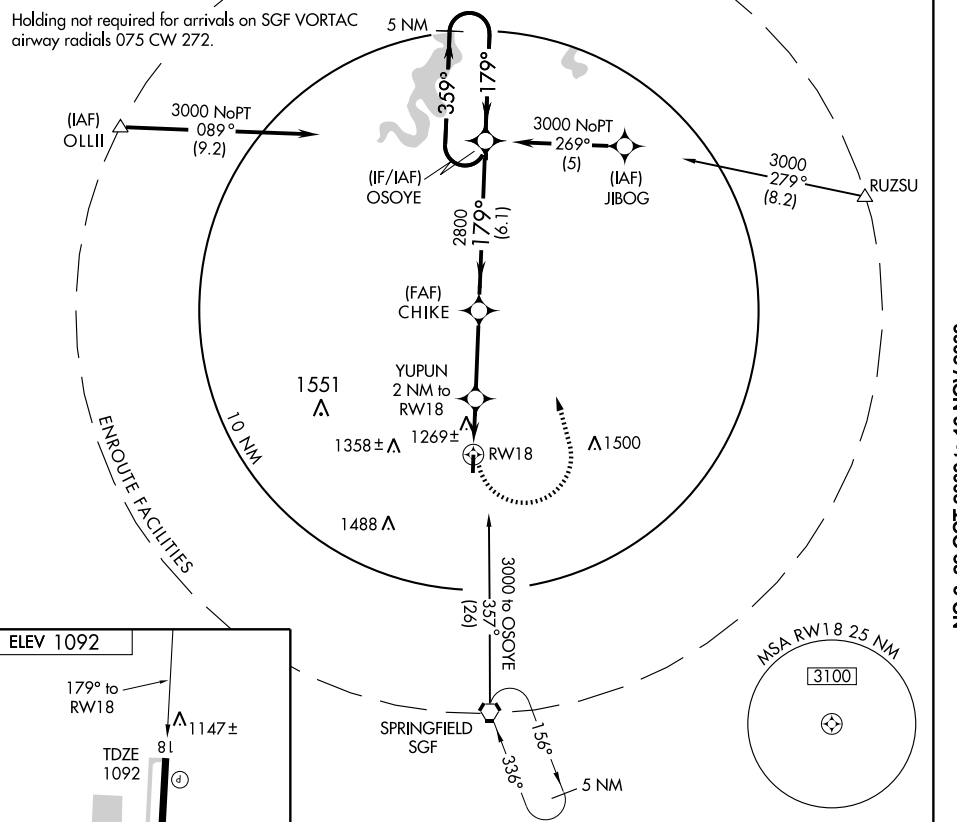
MISSED APPROACH: Climbing left turn to 3000 direct OSOYE and hold.

SPRINGFIELD APP CON

124.95 318.2

UNICOM

123.0 (CTAF) 0



	3000	OSOYE		OSOYE	5 NM Holding Pattern
		YUPUN 2 NM to RW18	CHIKE		
		1760	2800		
		2 NM	3.2 NM	6.1 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1600-1	508 (600-1)	1600-1½ 508 (600-1½)	NA	
CIRCLING	1660-1	568 (600-1)	1660-1½ 568 (600-1½)	NA	

WAAS CH <b>78303</b> <b>W36A</b>	APP CRS <b>359°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>1092</b> <b>1092</b>
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# RNAV (GPS) RWY 36

BOLIVAR MUNI (M17)

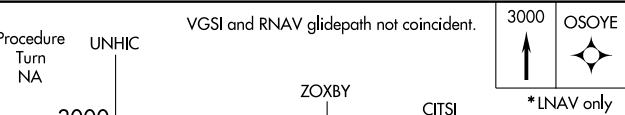
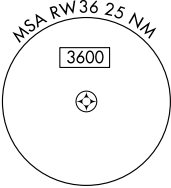
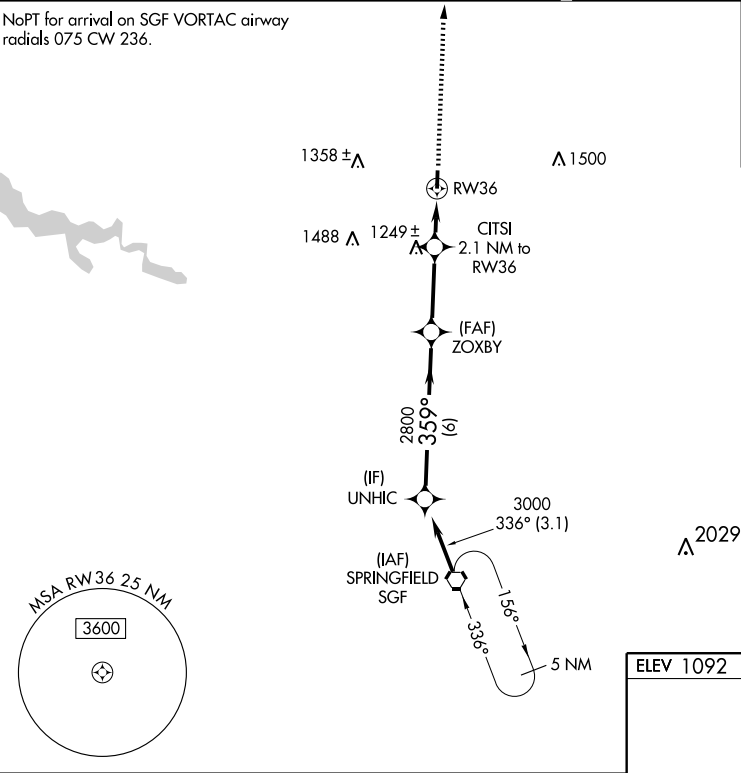
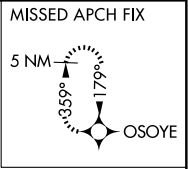
**NA** DME/DME RNP-0.3 NA.  
Visibility reduction by helicopters NA.  
Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 3000 direct OSOYE and hold.

SPRINGFIELD APP CON  
**124.95 318.2**

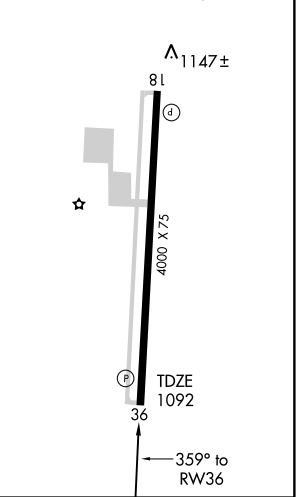
UNICOM  
**123.0 (CTAF) 0**

NoPT for arrival on SGF VORTAC airway  
radials 075 CW 236.



GS 3.00° TCH 40	6 NM	3.1 NM	2.1 NM	
CATEGORY	A	B	C	D
LPV DA	1448-1¼	356 (400-1¼)		NA
LNAV MDA	1580-1	488 (500-1)	1580-1¼ 488 (500-1¼)	NA
CIRCLING	1660-1	568 (600-1)	1660-1½ 568 (600-1½)	NA

ELEV 1092 MRL Rwy 18-36 0



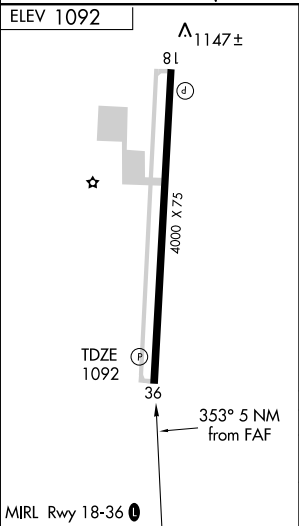
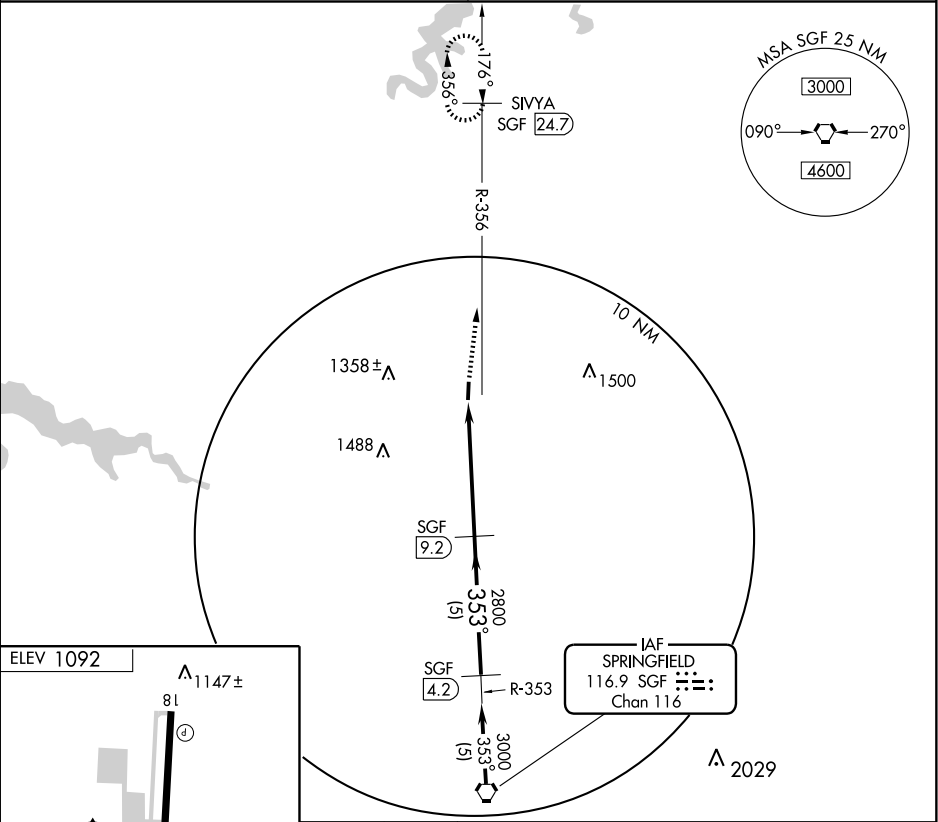
VORTAC SGF <b>116.9</b> Chan <b>116</b>	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev <b>4000</b> <b>1092</b>
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VOR/DME RWY 36  
BOLIVAR MUNI (M17)

**NA** Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 3000 via SGF R-356 to SIVYA/SGF 24.7 DME and hold.

SPRINGFIELD APP CON <b>124.95 318.2</b>	UNICOM <b>123.0 (CTAF)</b>
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	3000 SGF R-356	SIVYA SGF 24.7	SGF 9.2	SGF 4.2	3000	Procedure Turn NA
			2800	353°		
			5 NM	5 NM		
CATEGORY	A	B	C	D		
S-36	1700-1	608 (700-1)	NA			
CIRCLING	1700-1	608 (700-1)	NA			

WAAS CH <b>72703</b> <b>W18A</b>	APP CRS <b>183°</b>	Rwy Idg <b>3999</b> TDZE <b>715</b> Apt Elev <b>715</b>
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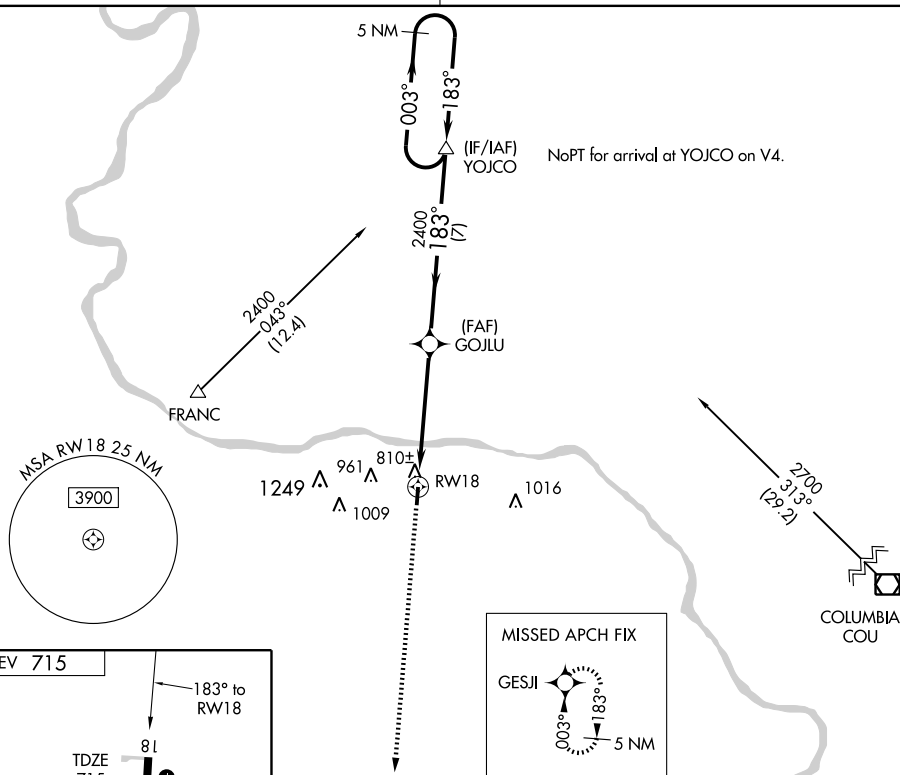
## RNAV (GPS) RWY 18

BOONVILLE/JESSE VIERTEL MEMORIAL (VER)

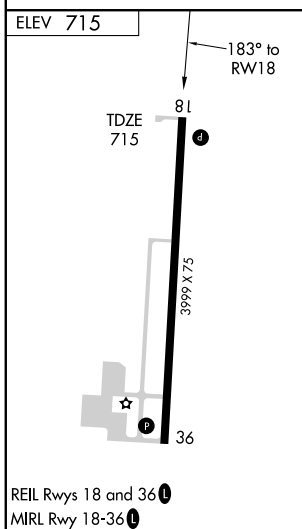
<b>T</b>	DME/DME RNP-0.3 NA.
<b>A</b> NA	Visibility reduction by helicopters NA. Use Columbia Rgnl altimeter setting.

**MISSED APPROACH:** Climb to 2400 direct GESJ and hold.

MIZZU APP CON  
**124.375**

UNICOM  
122.7 (CTAF) **L**

NC-3, 22 OCT 2009 to 19 NOV 2009



### MISSED APCH FIX

2400

GESJ

VGS| and RNAV glidepath not coincident.

5 NM  
Binding Pattern

GOJLU

YOJCO

2400

$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 40}$$

CATEGORY

A

B

1

D

LPV      DA

1103-1½ 388 (400-1½)

NA

LNAV MDA

1140-1 425 (500-1)

1140-1¼

NA

## CIRCLING

1200-1 485 (500-1)

1340-1 $\frac{3}{4}$

NA

▼

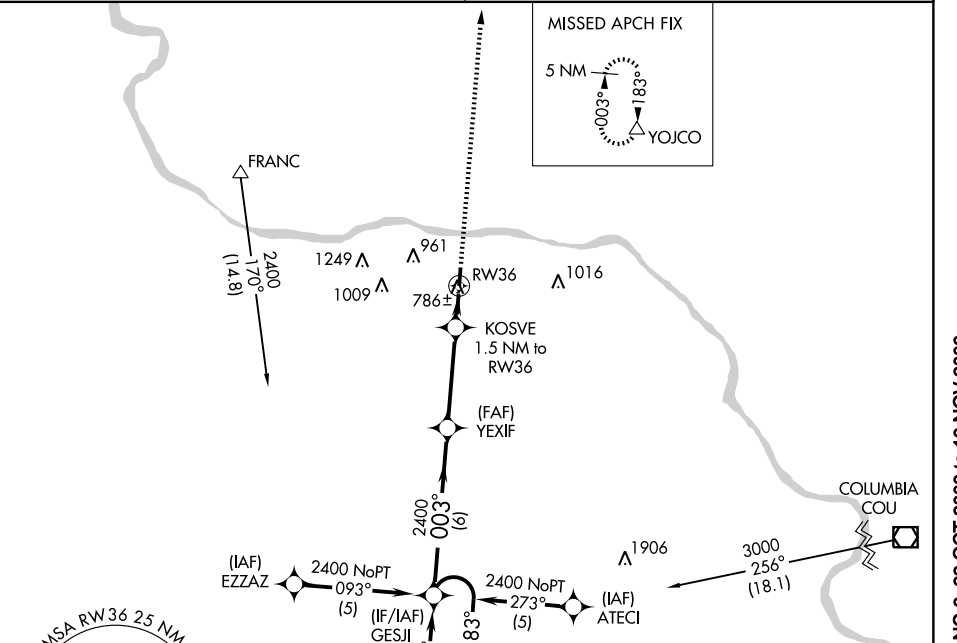
▲ NA

DME/DME RNP-0.3 NA.  
Visibility reduction by helicopters NA.  
Use Columbia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2400 direct YOJCO and hold.

MIZZU APP CON  
124.375

UNICOM  
122.7 (CTAF) 1



5 NM Holding Pattern

GESJI

YEXIF

3.04° ≥ TCH 40

2400

YOJCO

2400

1220

6 NM

3.6 NM

1.5 NM

CATEGORY	A	B	C	D
LNAV MDA	1120-1	405 (500-1)	1120-1¼ 405 (500-1¼)	NA
CIRCLING	1200-1	485 (500-1)	1340-1¾ 625 (700-1¾)	NA

ELEV 715

81

3999 X 75

36

TDZE 715

003° to RWY 36

REIL Rwy 18 and 36 1

MIRL Rwy 18-36 1

NC-3, 22 OCT 2009 to 19 NOV 2009

VORTAC HLV <b>114.2</b> Chan <b>89</b>	APP CRS <b>243°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>715</b>
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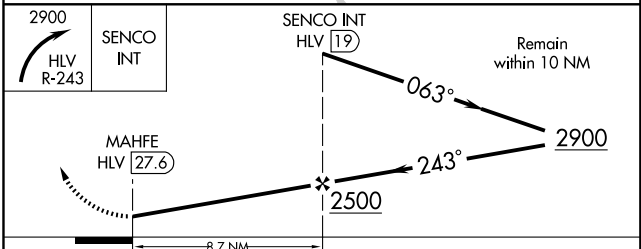
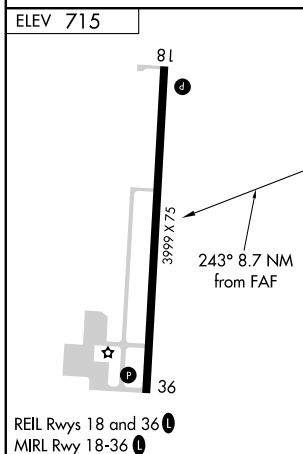
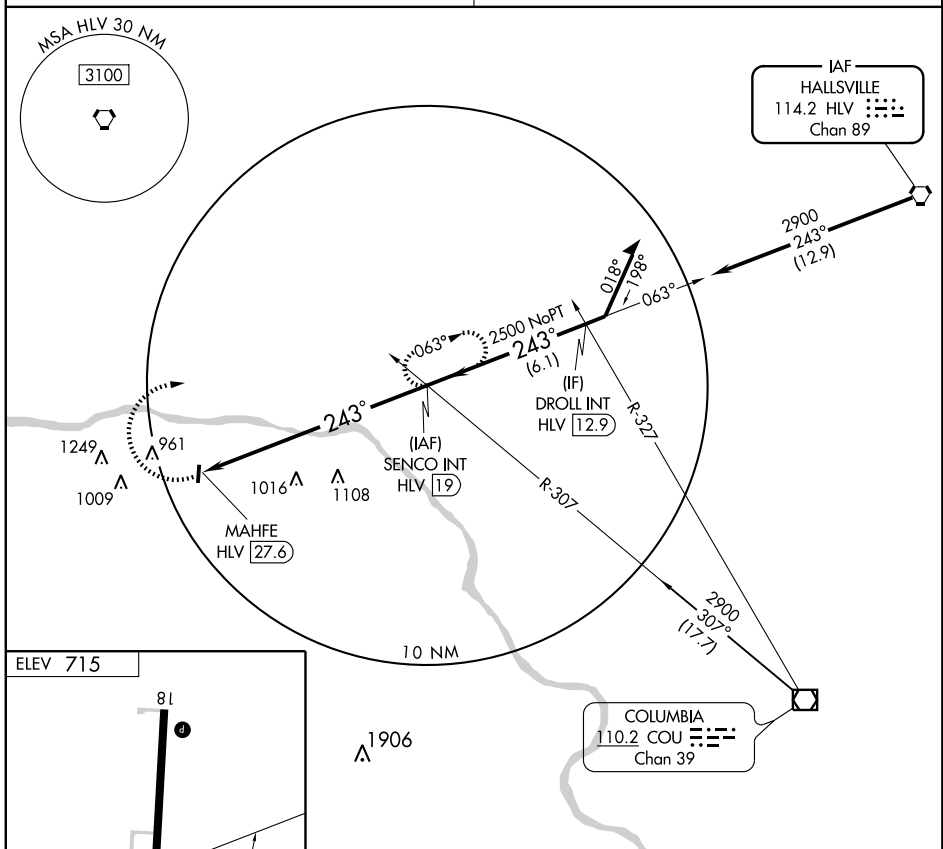
VOR-A

BOONVILLE/JESSE VIERTEL MEMORIAL (VER)

<b>T</b>	Visibility reduction by helicopters NA.
<b>A</b> NA	Use Columbia Rgnl altimeter setting.

**MISSED APPROACH:** Climbing right turn to 2900 via HLV VORTAC R-243 to SENCO Int/HLV 19 DME and hold.

MIZZU APP CON  
124.375

UNICOM  
122.7 (CTAF) **L**

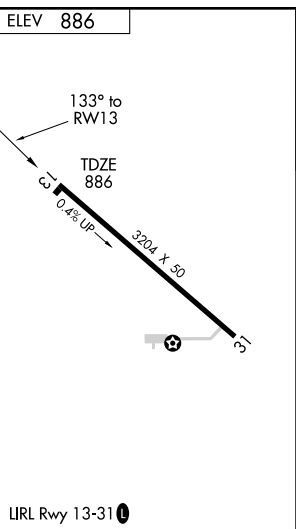
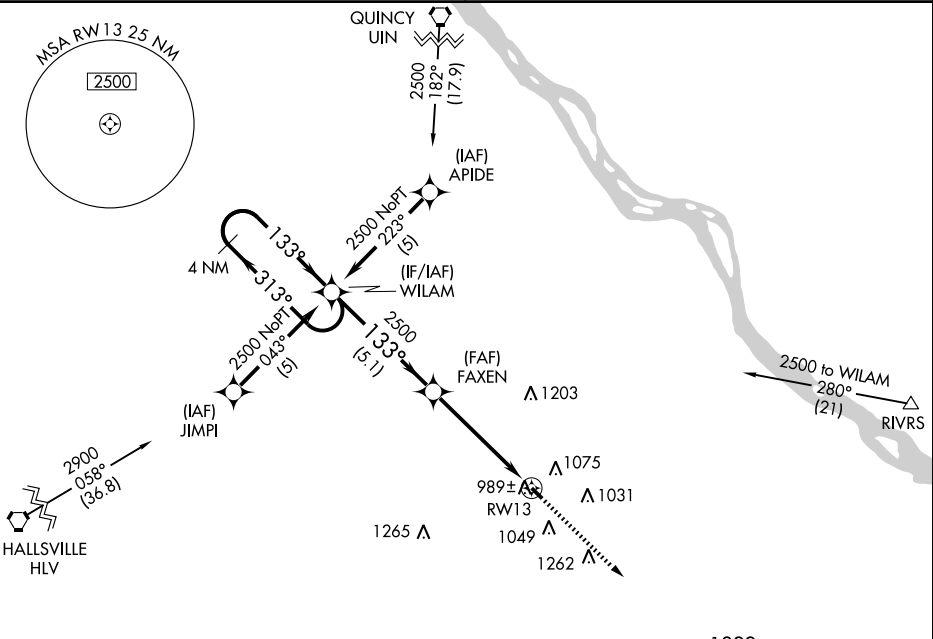
APP CRS	Rwy Idg	3204
133°	TDZE	886
	Apt Elev	886

Use Quincy, IL altimeter setting.  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 via 133 course to MIKOE WP and hold.

KANSAS CITY CENTER  
135.525 319.9

UNICOM  
122.8 (CTAF) 0



4 NM Holding Pattern				
WILAM				
FAXEN				
RW13				
2500 ← 313° 133° → 2500				
5.1 NM				
3.04° TCH 40				
4.9 NM				
CATEGORY	A	B	C	D
LNAV MDA	1340-1	454 (500-1)	NA	
CIRCLING	1520-1	634 (700-1)	NA	



APP CRS	Rwy Idg	3204
314°	TDZE	886
	Apt Elev	886

# RNAV (GPS) RWY 31

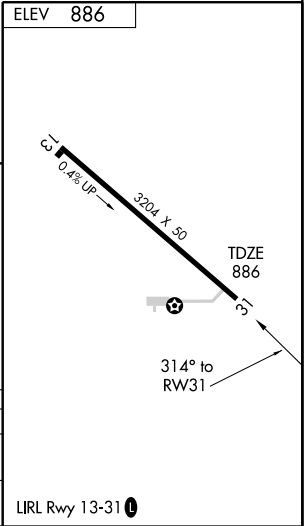
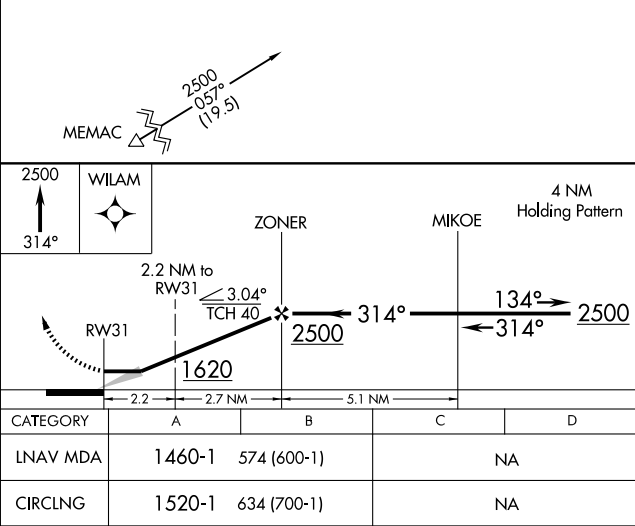
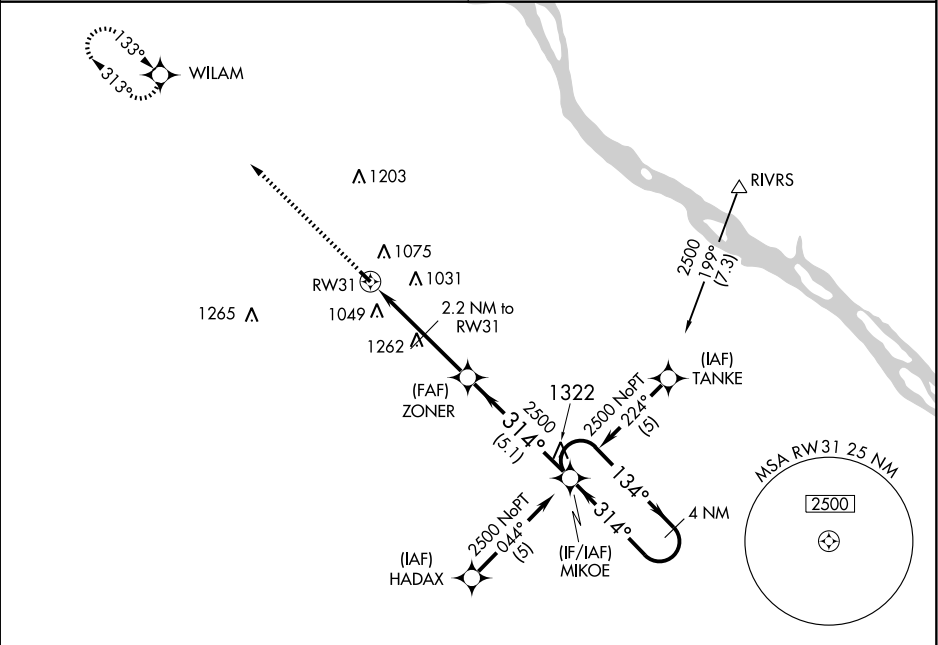
BOWLING GREEN MUNI (H19)

**▼** Use Quincy, IL altimeter setting.  
**▲ NA** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 via 314° course to WILAM WP and hold.

KANSAS CITY CENTER  
**135.525 319.9**

UNICOM  
**122.8 (CTAF) 0**

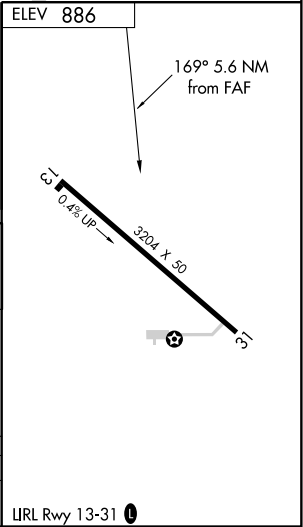
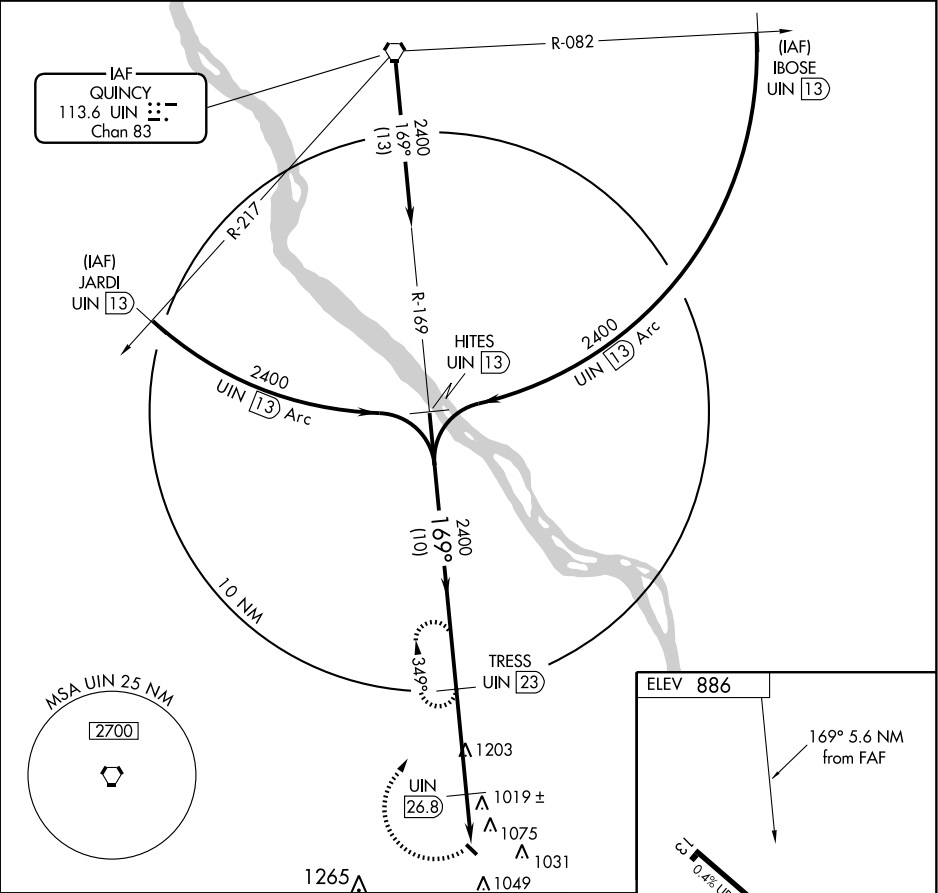


VORTAC UIN	APP CRS	Rwy Idg	N/A
113.6	169°	TDZE	N/A
Chan 83		Apt Elev	886

VOR/DME-A  
BOWLING GREEN MUNI (H19)

▼ ▲ NA	Use Quincy altimeter setting.	MISSED APPROACH: Climbing right turn to 2400 via UIN R-169 to TRESS/23 DME and hold.
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KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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	HITES UIN 13	TRESS UIN 23	2400 UIN 26.8	TRESS UIN 23
2400	169°	2400	169°	2400
Procedure Turn NA				
	10 NM	3.8 NM	1.8 NM	
CATEGORY	A	B	C	D
CIRCLING	1520-1 634 (700-1)	1520-1¼ 634 (700-1¼)	NA	NA

## AIRPORT DIAGRAM

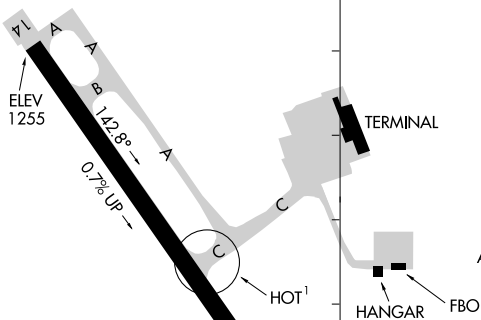
AL-10372 (FAA)

BRANSON (BBG)  
BRANSON, MISSOURI

ATIS  
124.625  
BRANSON TOWER ★  
128.15  
GND CON  
118.4  
CLNC DEL  
126.35

D

36° 32.5' N



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W



36° 32.0' N

RWY 14-32  
S75, D200, ST175, DT350, DDT700

TWR  
★

36° 31.5' N

FIELD  
ELEV  
1302

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
REBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

93° 12.5' W

93° 12.0' W

93° 11.5' W

LOC/DME I-BBG	APP CRS	Rwy Idg	7140
111.35	323°	TDZE	1302
Chan 50(Y)		Apt Elev	1303

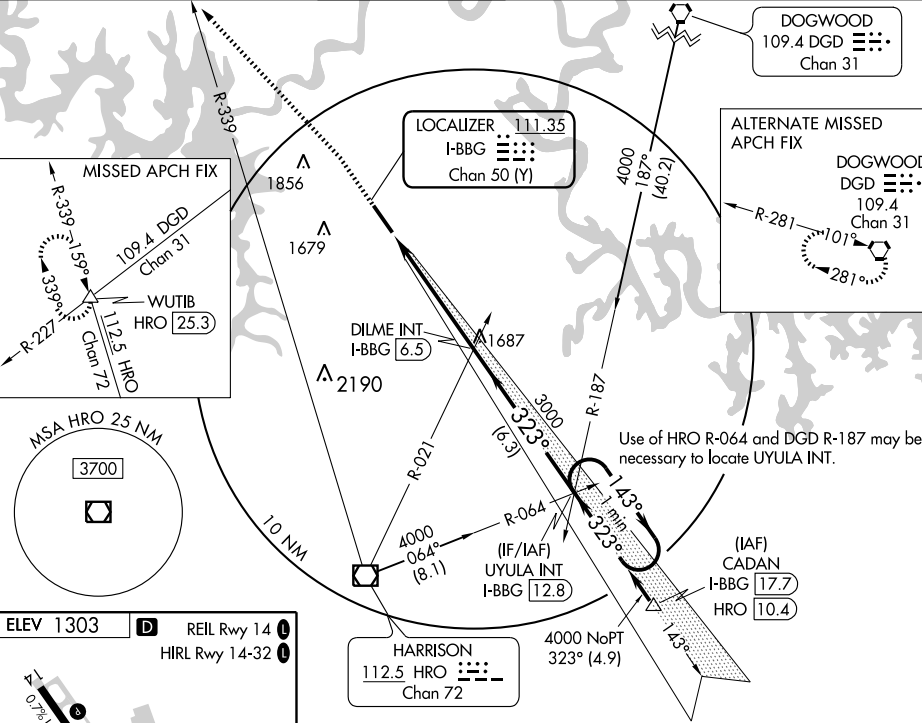
Visibility reduction by helicopters NA.  
When local altimeter setting not received, use Harrison altimeter setting and increase DA 47 feet and all MDA 80 feet and increase circling Cat D visibility ¼ mile.  
VDP NA when using Harrison altimeter setting.

MASSF

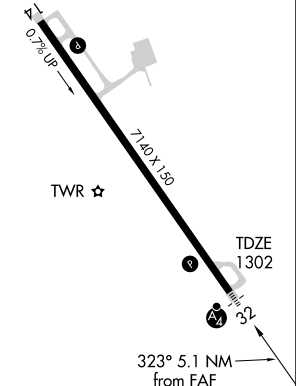


MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 via heading 315° and HRO VOR/DME R-339 to WUTIB INT/HRO 25.3 DME and hold.

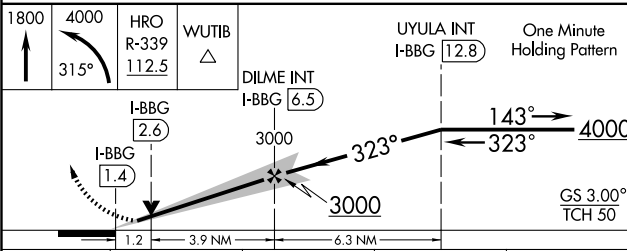
ATIS	SPRINGFIELD APP CON	BRANSON TOWER ★	GND CON	CLNC DEL	UNICOM
124.625	126.35	128.15 (CTAF) 0	118.4	126.35	122.95



ELEV 1303	REIL Rwy 14
	HIRL Rwy 14-32



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-ILS 32	1502-1 200 (200-1)			
S-LOC 32	1740-1	438 (500-1)	1740-1¼ 438 (500-1¼)	1740-1½ 438 (500-1½)
CIRCLING	1760-1 457 (500-1)	1780-1 477 (500-1)	1780-1½ 477 (500-1½)	2000-2¼ 697 (700-2¼)

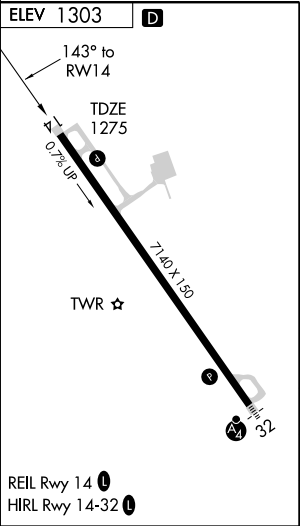
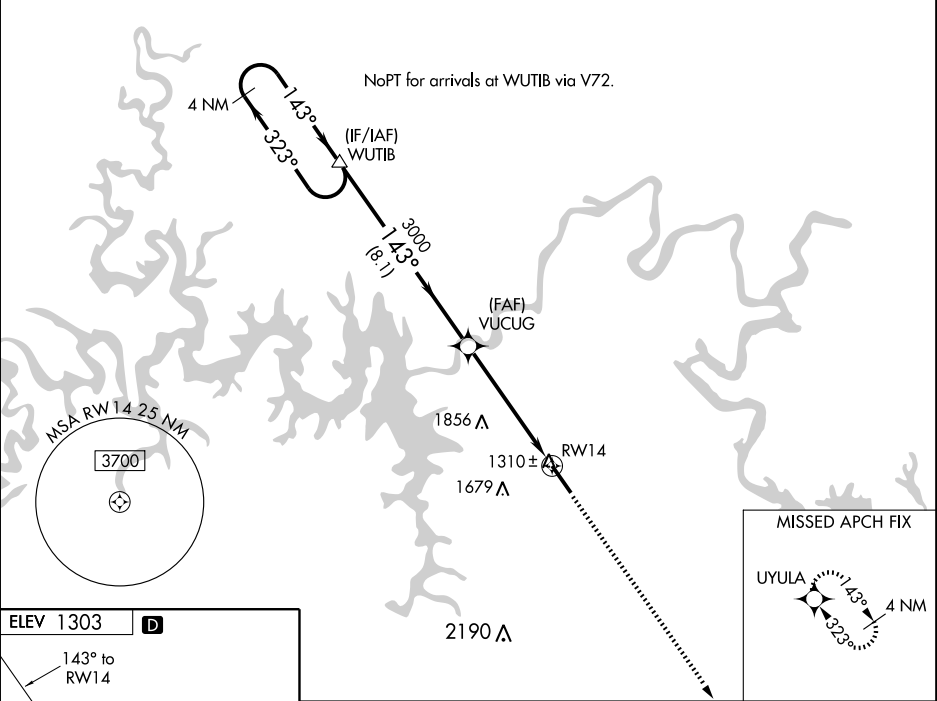
WAAS CH <b>49111</b> <b>W14A</b>	APP CRS <b>143°</b>	Rwy Idg <b>7140</b> TDZE <b>1275</b> Apt Elev <b>1303</b>
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RNAV (GPS) RWY 14  
BRANSON (BBG)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.  
**⚠** When local altimeter setting not received, use Harrison altimeter setting and increase all DA 47 feet and all MDA 60 feet.  
VDP and Baro-VNAV NA when using Harrison altimeter setting.

MISSED APPROACH: Climb to 4000 direct UYULA and hold.

ATIS <b>124.625</b>	SPRINGFIELD APP CON <b>126.35</b>	BRANSON TOWER ★ <b>128.15</b> (CTAF) <b>Ⓢ</b>	GND CON <b>118.4</b>	CLNC DEL <b>126.35</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern		WUTIB	VUCUG	4000	UYULA
4000		323°	143°	3000	
GS 3.00° TCH 51		8.1 NM	3 NM	2.2	
CATEGORY	A	B	C	D	
LPV DA	1525-1 250 (300-1)				
LNAV/VNAV DA	1798-2 523 (500-2)				
LNAV MDA	2020-1 745 (800-1)	2020-1¼ 745 (800-1¼)	2020-2¼ 745 (800-2¼)	2020-2½ 745 (800-2½)	
CIRCLING	2020-1 717 (800-1)	2020-1¼ 717 (800-1¼)	2020-2¼ 717 (800-2¼)	2020-2½ 717 (800-2½)	

⚠

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

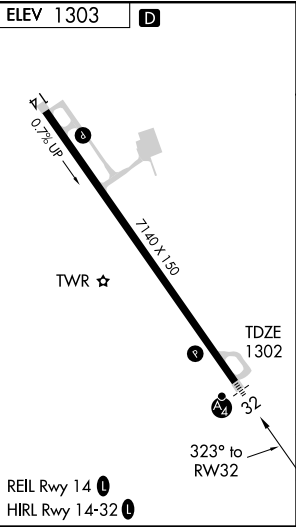
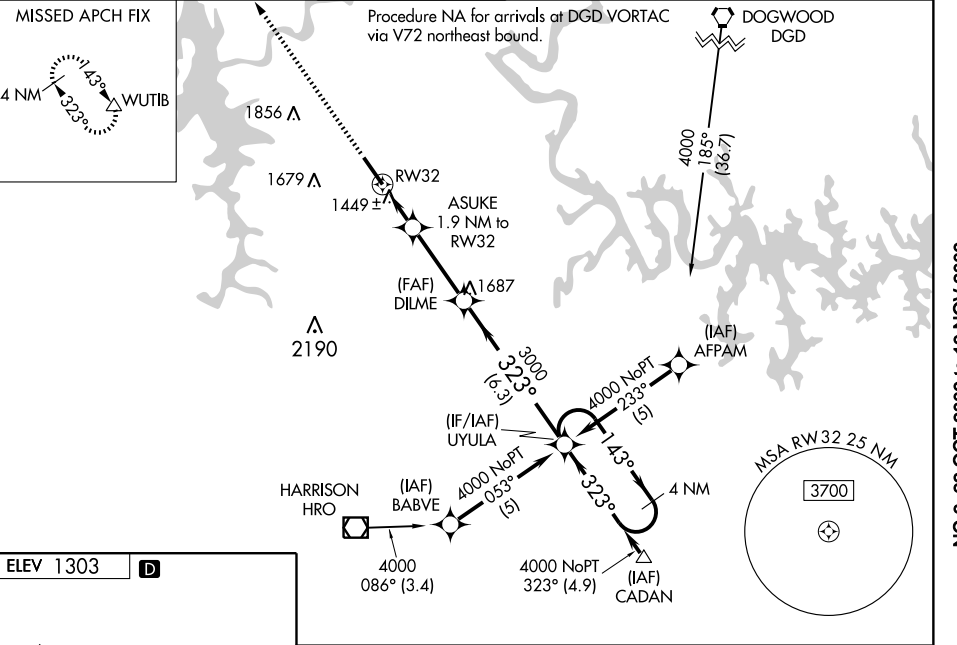
⚠

When local altimeter setting not received, use Harrison altimeter setting and increase all DA 47 feet and all MDA 60 feet.  
Increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ½ mile, Cat D visibility ¼ mile, and circling Cat D visibility ¼ mile.  
VDP and Baro-VNAV NA when using Harrison altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).

MALSF

MISSED APPROACH: Climb to 4000 direct WUTIB and hold.

ATIS 124.625	SPRINGFIELD APP CON 126.35	BRANSON TOWER ★ 128.15 (CTAF) 0	GND CON 118.4	CLNC DEL 126.35	UNICOM 122.95
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4000	WUTIB	ASUKE 1.9 NM to RW32	DILME	UYULA	4 NM Holding Pattern
*LNAV only		*1.1 NM to RW32	3000	143° → 4000	GS 3.00° TCH 50
		1940*	3000	← 323°	
		1.1 NM	0.8	3.2 NM	6.3 NM
CATEGORY	A	B	C	D	
LPV DA	1502-1 200 (200-1)				
LNAV/VNAV DA	1757-1½ 455 (500-1½)				
LNAV MDA	1700-1 398 (400-1)				1700-1¼ 398 (400-1¼)
CIRCLING	1760-1 457 (500-1)	1780-1 477 (500-1)	1780-1½ 477 (500-1½)	2000-2¼ 697 (700-2¼)	

APP CRS 179°  
Rwy Idg 4003  
TDZE 843  
Apt Elev 843

RNAV (GPS) RWY 18

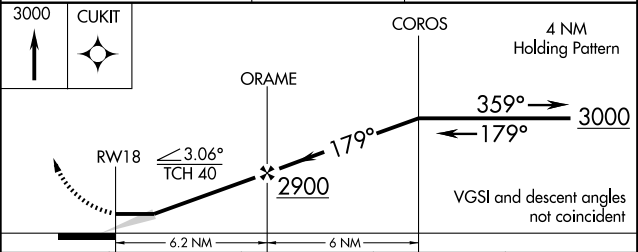
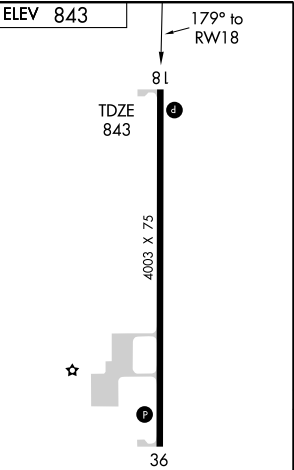
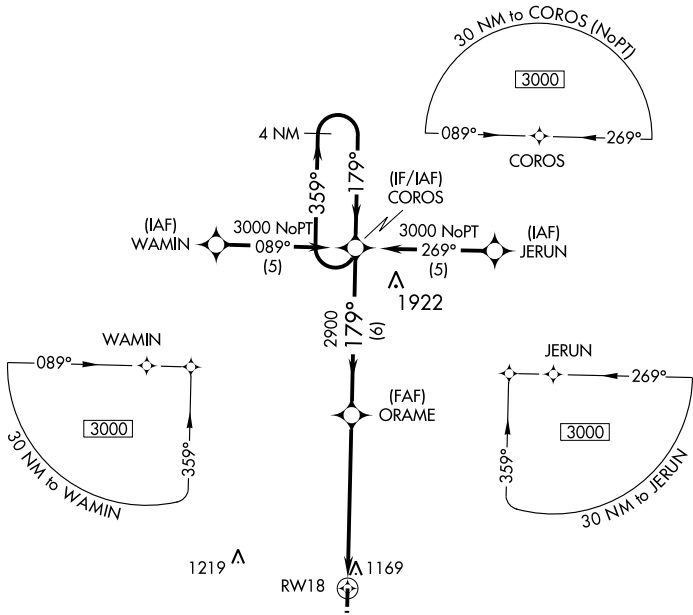
BROOKFIELD/ NORTH CENTRAL MISSOURI RGNL (MO8)

Use Chillicothe Muni altimeter setting; if not received, use Kirksville  
Rgnl altimeter setting and increase all MDAs 40 feet.  
Procedure NA at night.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct  
CUKIT WP and hold.

KANSAS CITY CENTER  
12525 381.5

CTAF  
122.9



CATEGORY	A	B	C	D
LNAV MDA	1540-1	697 (700-1)	NA	
CIRCLING	1580-1	737 (800-1)	NA	

APP CRS 359°  
Rwy Idg 4003  
TDZE 834  
Apt Elev 843

RNAV (GPS) RWY 36

BROOKFIELD/ NORTH CENTRAL MISSOURI RGNL (MO8)

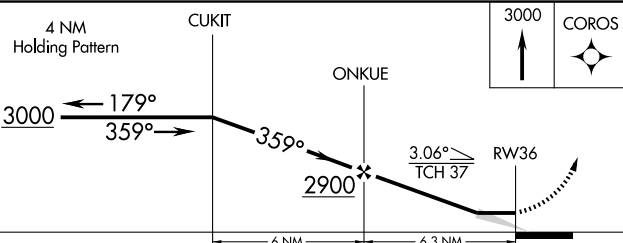
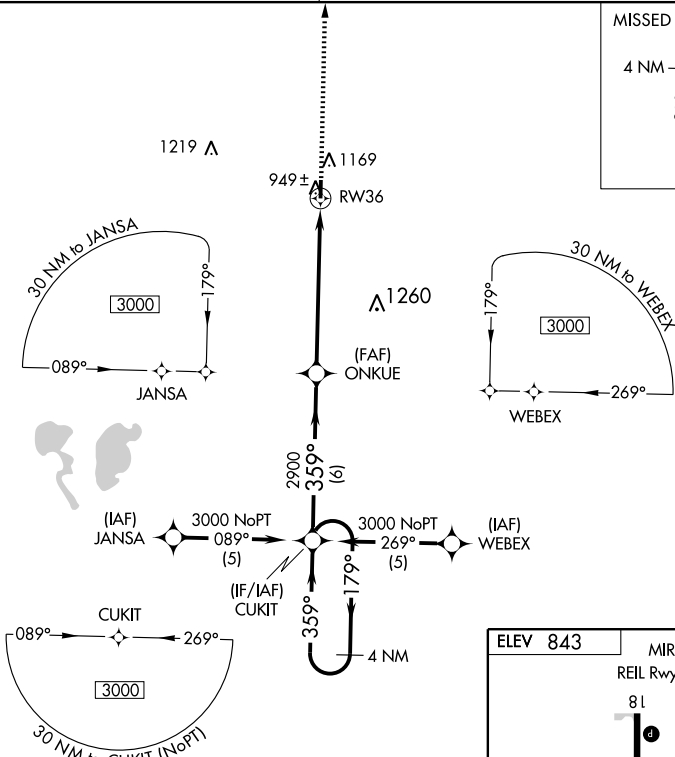
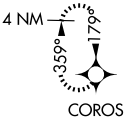
Use Chillicothe Muni altimeter setting; if not received, use Kirksville  
Rgnl altimeter setting and increase all MDAs 40 feet.  
Procedure NA at night.  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct  
COROS WP and hold.

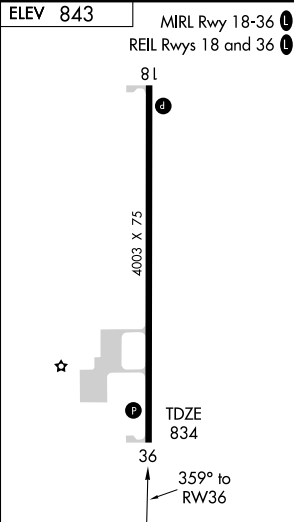
KANSAS CITY CENTER  
125.25 381.5

CTAF  
122.9

MISSED APCH FIX



CATEGORY	A	B	C	D
LNAV MDA	1420-1	586 (600-1)	NA	NA
CIRCLING	1580-1	737 (800-1)	NA	NA





APP CRS <b>178°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>888</b> <b>892</b>
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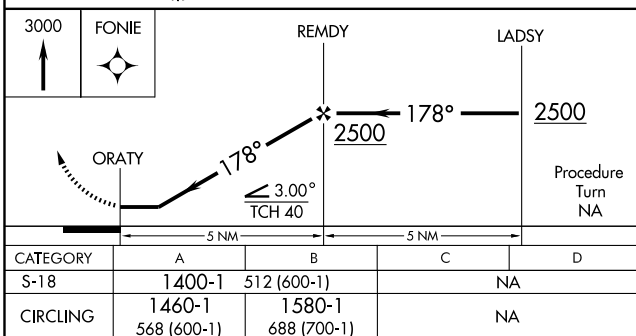
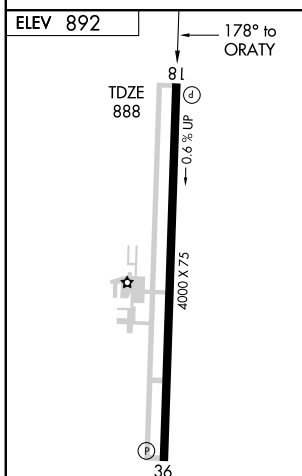
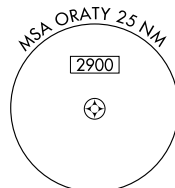
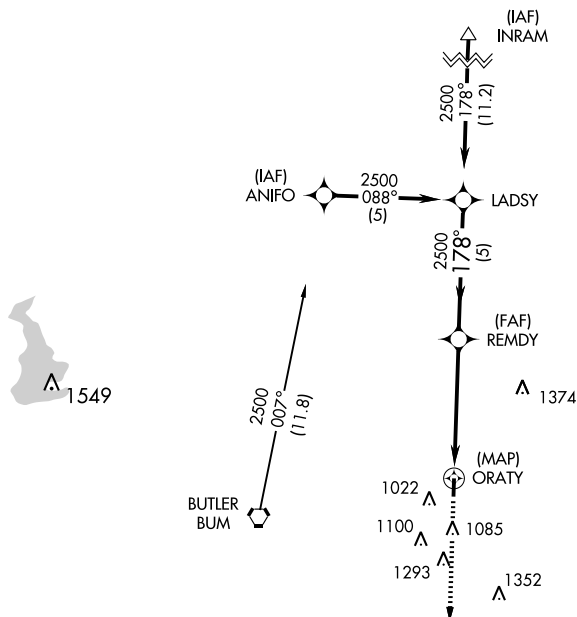
**ANA**

Use Charles B. Wheeler Downtown altimeter setting.

**MISSED APPROACH:** Climb to 3000 direct FONIE WP and hold.

KANSAS CITY CENTER  
125.55 327.0

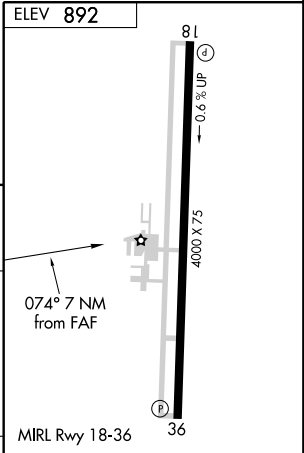
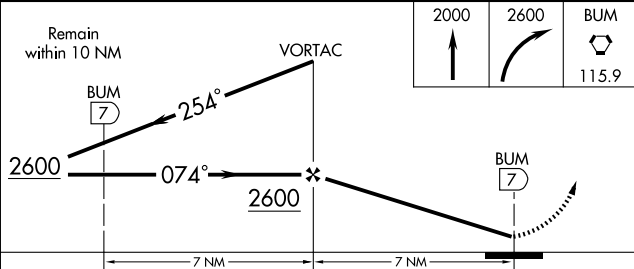
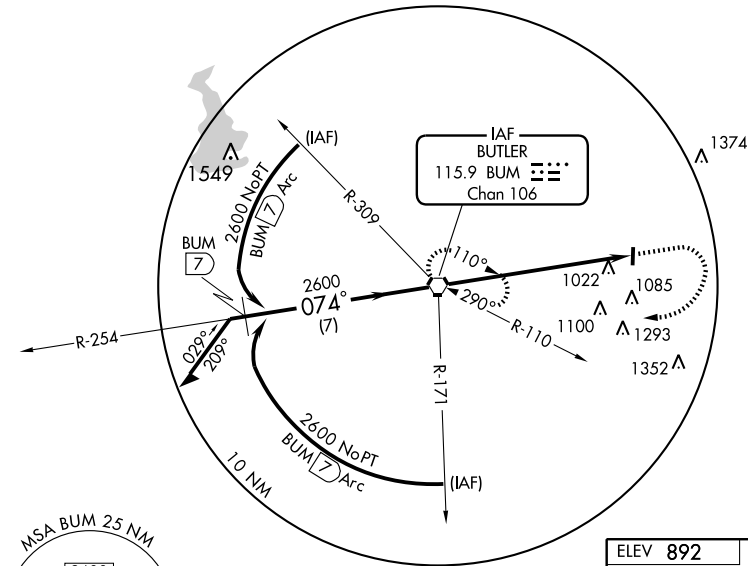
CTAF  
**122.9**



VORTAC BUM 115.9 Chan 106	APP CRS 074°	Rwy Idg TDZE Apt Elev 892	N/A N/A 892
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VOR-A  
BUTLER MEMORIAL (BUM)

▲ NA Use Charles B. Wheeler Downtown alimeter setting.	MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct BUM VORTAC and hold.
KANSAS CITY CENTER 125.55 327.0	CTAF 122.9



CATEGORY	A	B	C	D	FAF to MAP 7 NM					
CIRCLING	1460-1	1580-1	NA		Knots	60	90	120	150	180
	568 (600-1)	688 (700-1)			Min:Sec	7:00	4:40	3:30	2:48	2:20

APP CRS	Rwy Idg	3002
210°	TDZE	1220
	Apt Elev	1220

# RNAV (GPS) RWY 21

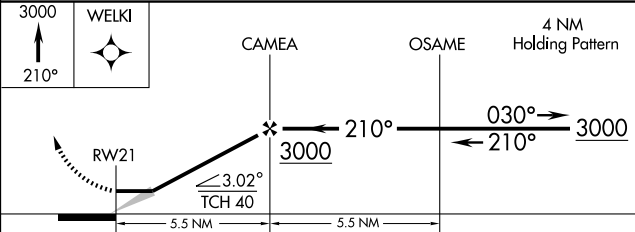
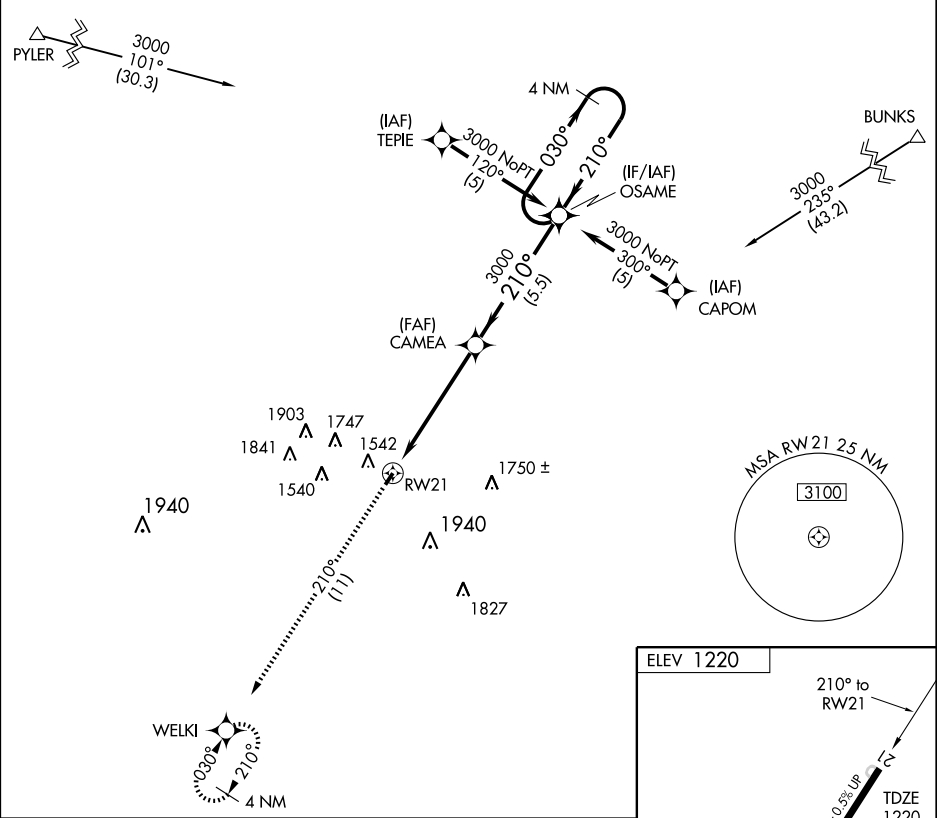
CABOOL MEMORIAL (TVB)

Use West Plains Muni altimeter setting.  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

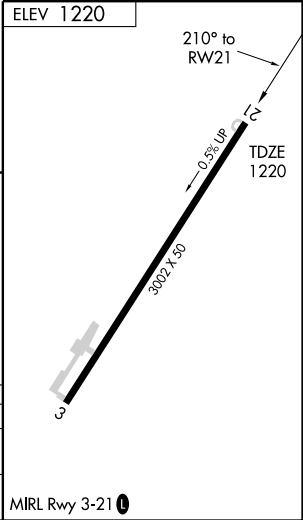
MISSED APPROACH: Climb to 3000 via 210° course to WELKI WP and hold.

KANSAS CITY CENTER  
128.35 284.67

CTAF  
122.9



CATEGORY	A	B	C	D
LNAB MDA	1780-1 560 (600-1)	1780-1½ 560 (600-1½)	1780-1½ 560 (600-1½)	NA
CIRCLING	1920-1 700 (700-1)	1940-1 720 (800-1)	1960-2 740 (800-2)	NA



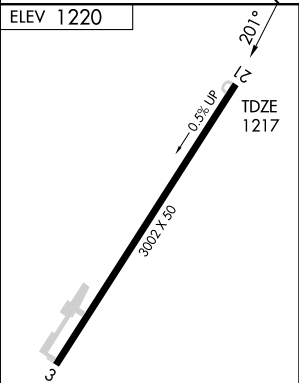
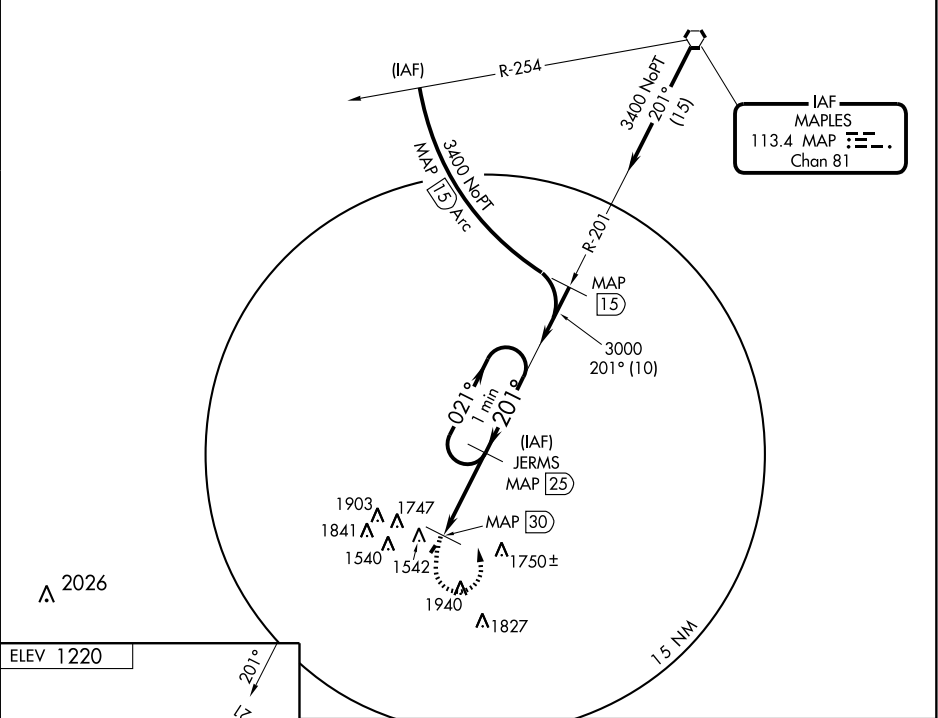
VORTAC MAP <b>113.4</b> Chan <b>81</b>	APP CRS <b>201°</b>	Rwy Idg TDZE Apt Elev <b>3002</b> <b>1217</b> <b>1220</b>
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VOR/DME RWY 21  
CABOOL MEMORIAL (TVB)

▼ Use Ft. Leonard Wood, Forney AAF altimeter setting;  
if not received use Springfield altimeter setting.  
Fly visual to airport.

MISSED APPROACH: Climbing left turn to 3000 via MAP R-201  
to JERMS 25 DME and hold.

KANSAS CITY CENTER <b>128.35 284.67</b>	CTAF <b>122.9</b>
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3000 MAP R-201		JERMS MAP 25	JERMS MAP 25		One Minute Holding Pattern
Fly visual 201° 0.6 NM		MAP 30	201°		021° → 3000 ← 201°
0.6		5 NM			
CATEGORY	A	B	C	D	
S-21	2160-1¼	943 (1000-1¼)	2160-2¾ 943 (1000-2¾)	NA	
CIRCLING	2160-1¼	943 (1000-1¼)	2160-2¾ 943 (1000-2¾)	NA	
SPRINGFIELD ALTIMETER SETTING MINIMUMS					
S-21	2300-1¼ 1083 (1100-1¼)	2300-1½ 1083 (1100-1½)	2300-3 1083 (1100-3)	NA	
CIRCLING	2300-1¼ 1083 (1100-1¼)	2300-1½ 1083 (1100-1½)	2300-3 1083 (1100-3)	NA	

GPS RWY 33

CAMDENTON MEMORIAL (H21)

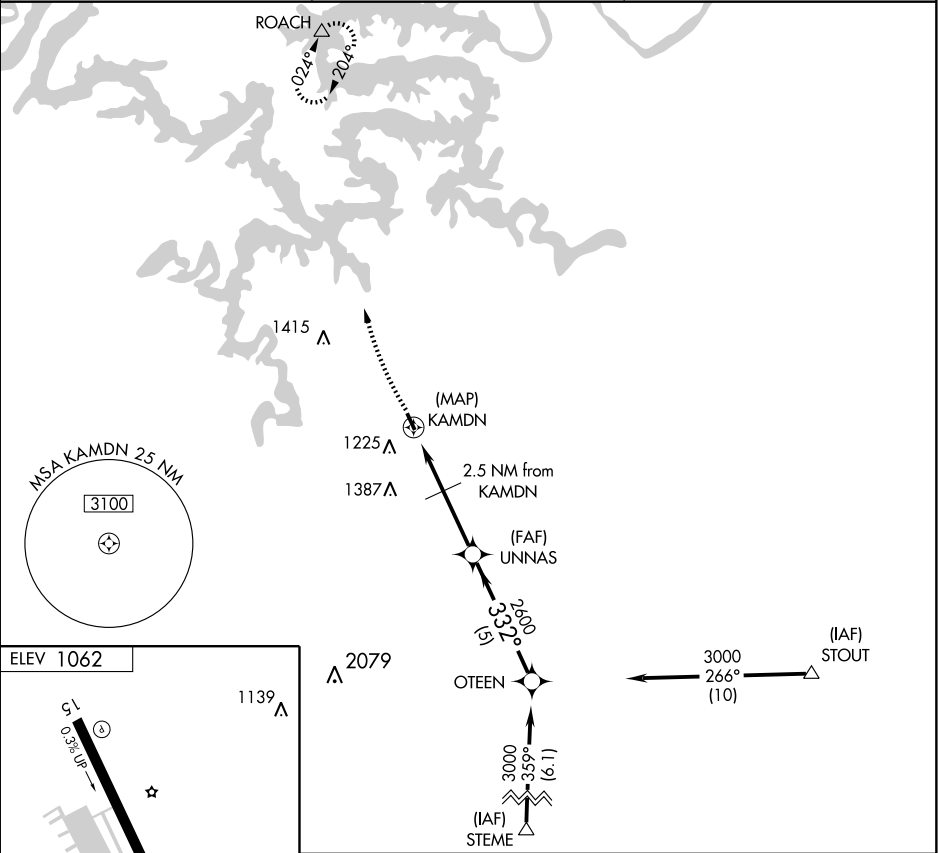
APP CRS	Rwy Idg	4000
332°	TDZE	1062
	Apt Elev	1062

NA

Use Kaiser/Lee C. Fine Memorial setting.

MISSED APPROACH: Climb to 4000 direct ROACH WP and hold.

KAISER/LEE C. FINE MEMORIAL AWOS-3 135.325	MIZZU APP CON 124.1 353.7	UNICOM 122.8 (CTAF) 0
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ELEV 1062		1139	
0.38° UP		4000 x 75	
TDZE 1062		332° to KAMDN	
MIRL Rwy 15-33 0		REIL Rwy 15 and 33 0	
4000		ROACH	
2.5 NM from KAMDN		UNNAS	
KAMDN		OTEEN	
2.5 NM		5 NM	
CATEGORY		A B C D	
S-33		1440-1 378 (400-1) NA	
CIRCLING		1580-1 518 (600-1) NA	

VOR/DME SHY <u>108.4</u> Chan 21	APP CRS <b>222°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1062</b>
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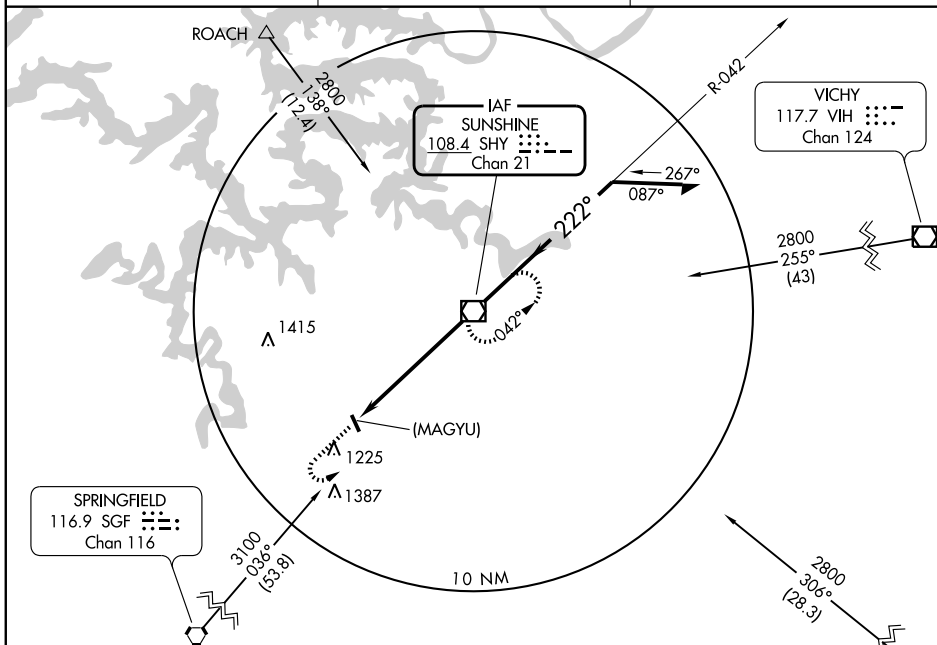
VOR or GPS-A  
CAMDENTON MEMORIAL (H21)

**T**  
**A**NA Use Kaiser/Lee C. Fine Memorial setting.

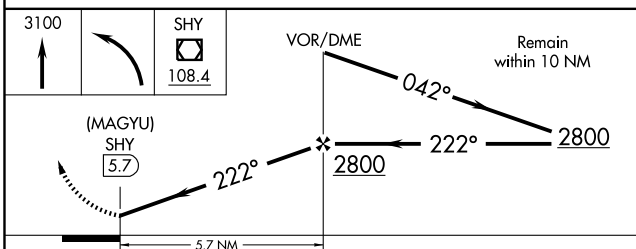
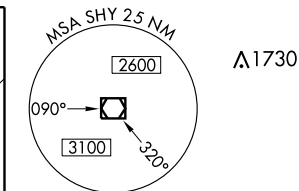
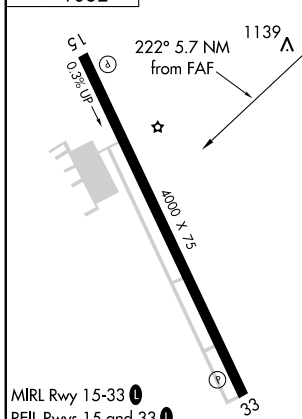
**MISSED APPROACH:** Climb to 3100 then left turn direct SHY VOR/DME and hold.

KAISER/LEE C. FINE MEMORIAL AWOS-3  
135.325

MIZZU APP CON  
124.1 353.7

UNICOM  
122.8 (CTAF) **L**

ELEV 1062



FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
CIRCLING	1580-1	518 (600-1)	1580-1½ 518 (600-1½)	1620-2 558 (600-2)

NDB EZZ  
394

APP CRS  
004°

Rwy Idg	<b>4000</b>
TDZE	<b>1037</b>
Apt Elev	<b>1042</b>

NDB RWY 35  
CAMERON MEMORIAL (EZZ)

**A** NA

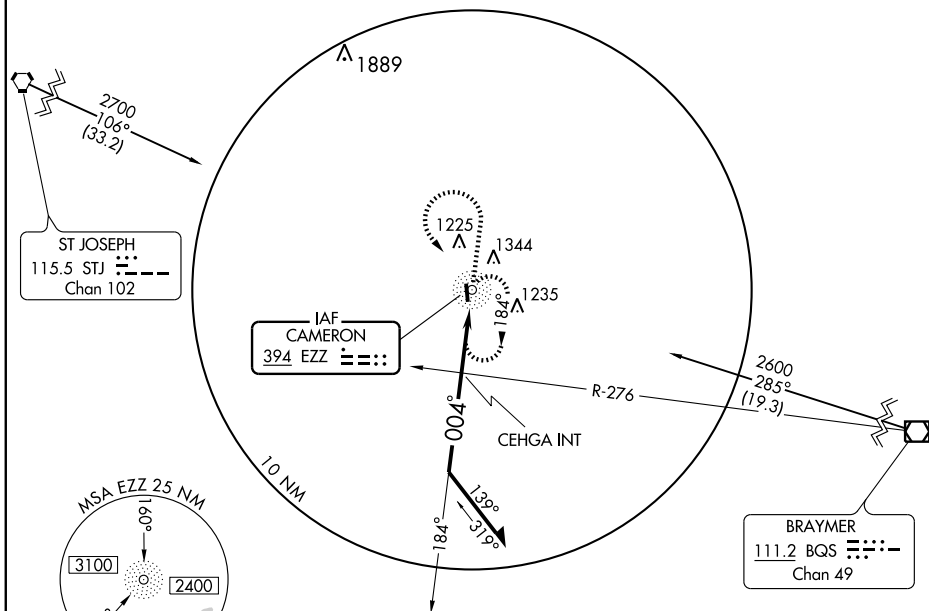
Use Kansas City Intl altimeter setting.

**MISSED APPROACH:** Climb to 1900 then climbing left turn to 2600 direct EZZ NDB and hold.

KANSAS CITY APP CON  
118.4 307.35

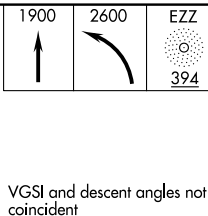
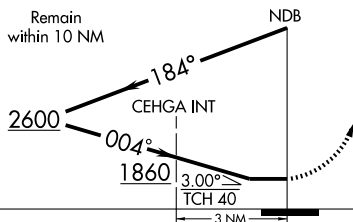
CLNC DEL  
**121,6**

UNICOM  
122.8 (CTAF) **L**



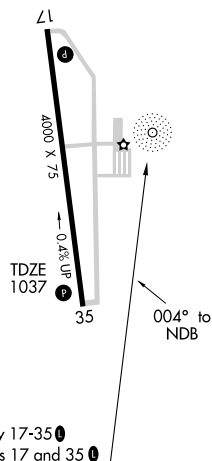
NC-3, 22 OCT 2009 to 19 NOV 2009

Remain  
within 10 NM



CATEGORY	A	B	C	D
S-35	1860-1 823 (900-1)	1860-1¼ 823 (900-1¼)		NA
CIRCLING	1860-1 818 (900-1)	1860-1¼ 818 (900-1¼)		NA
CEHGA INT MINIMUMS				
S-35	1560-1	523 (600-1)		NA
CIRCLING	1740-1	698 (700-1)		NA

ELEV 1042



MIRL Rwy 17-35 **L**  
REIL Rwy 17 and 35 **L**

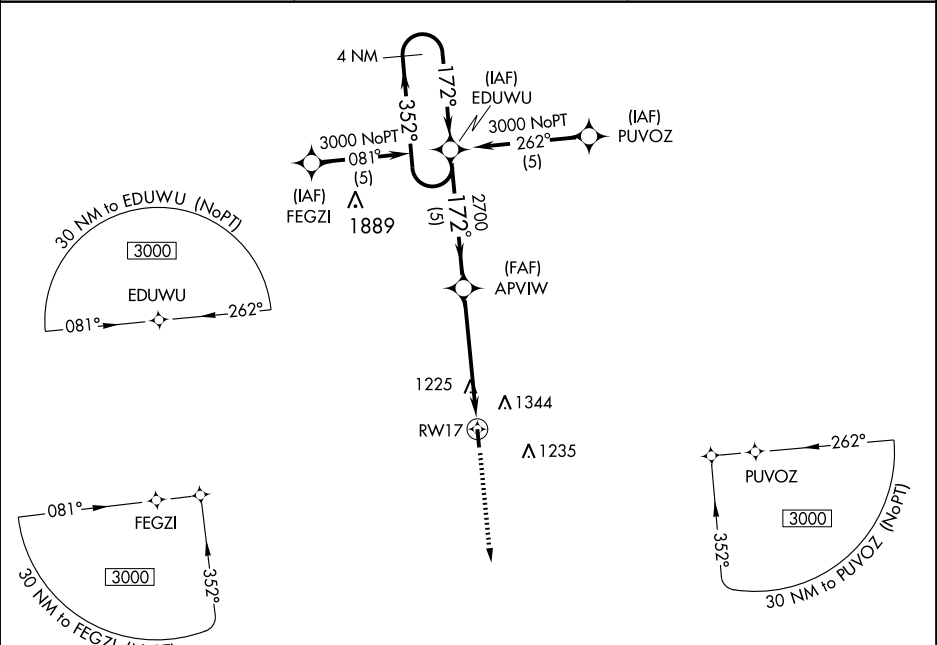
APP CRS	Rwy Idg	4000
172°	TDZE	1042
	Apt Elev	1042

# RNAV (GPS) RWY 17

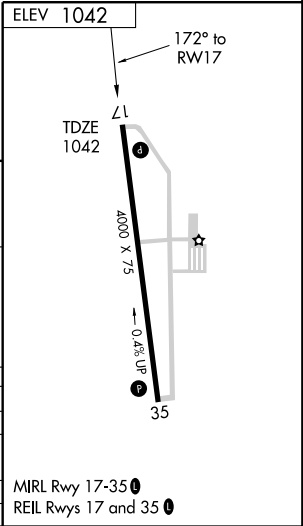
CAMERON MEMORIAL (EZZZ)

NA	Use Kansas City Intl altimeter setting. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climb to 3000 direct VANHI WP and hold.
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KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 307.35	121.6	122.8 (CTAF) 0



4 NM	EDUWU	APVIW	3000	VANHI
Holding Pattern				
3000				
352°				
172°				
172°				
2700				
3.00°				
TCH 40				
5 NM				
5.1 NM				
RW17				
CATEGORY	A	B	C	D
GLS	DA			NA
LNNAV/VNAV	DA			NA
LNNAV	MDA	1560-1 518 (600-1)		NA
CIRCLING		1740-1 698 (700-1)		NA



MIRL Rwy 17-35 0  
REIL Rws 17 and 35 0



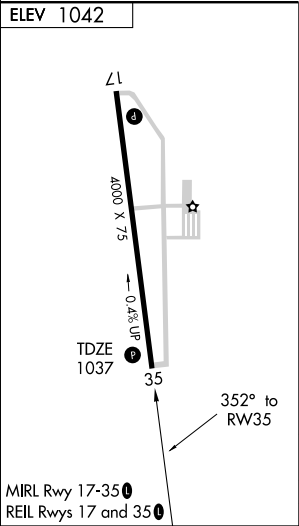
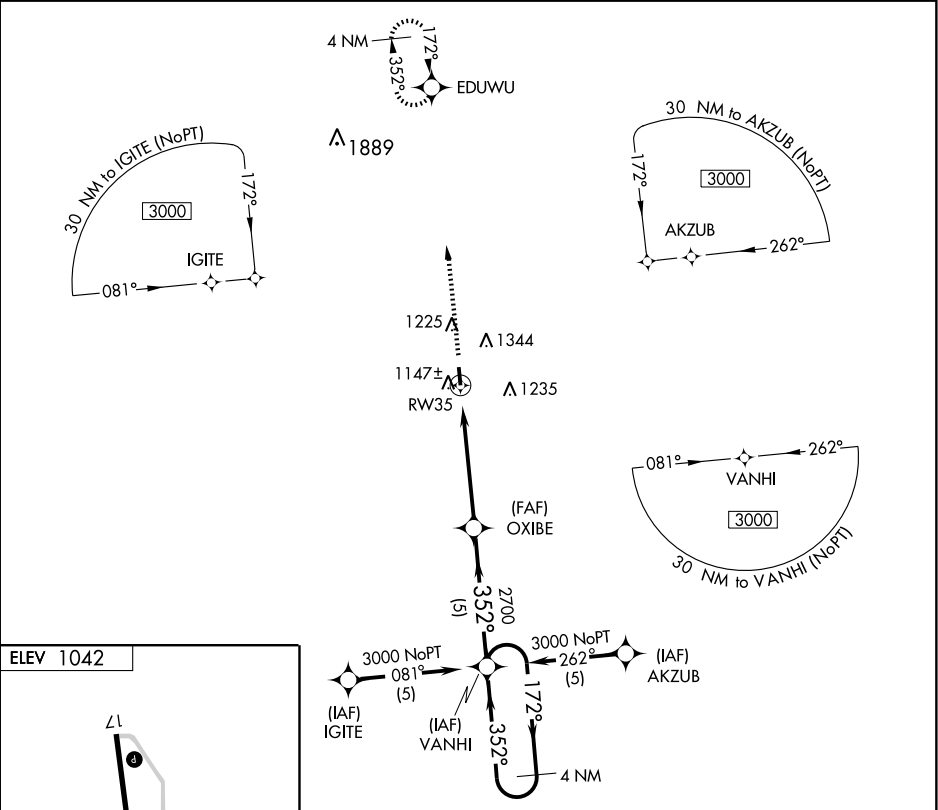
APP CRS <b>352°</b>	Rwy Idg <b>4000</b>
	TDZE <b>1037</b>
	Apt Elev <b>1042</b>


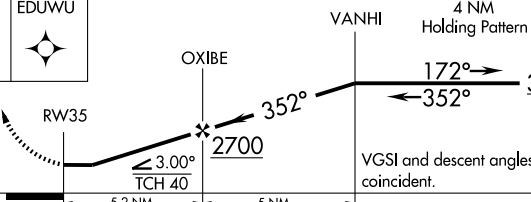
RNAV (GPS) RWY 35  
CAMERON MEMORIAL (EZZZ)

▲ NA Use Kansas City Intl altimeter setting.  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct EDUWU WP and hold.

KANSAS CITY APP CON <b>118.4 307.35</b>	CLNC DEL <b>121.6</b>	UNICOM <b>122.8 (CTAF) 0</b>
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3000 ↑		EDUWU 							
CATEGORY		A		B		C		D	
GLS DA		NA							
LNAV/VNAV DA		NA							
LNAV MDA		1500-1		463 (500-1)		NA			
CIRCLING		1740-1		698 (700-1)		NA			

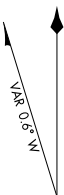
# AIRPORT DIAGRAM

AL-943 (FAA)

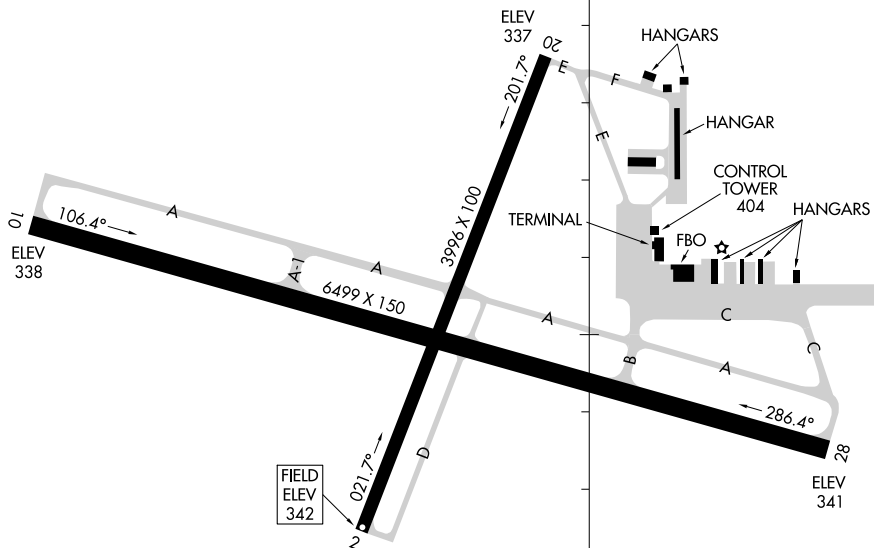
CAPE GIRARDEAU RGNL (CGI)  
CAPE GIRARDEAU, MISSOURI

ASOS  
120.55  
CAPE GIRARDEAU TOWER ★  
125.525  
GND CON  
121.6

JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1°W



37°14'N



RWY 2-20  
S45, D60, DT100  
RWY 10-28  
S93, D125, ST159, DT215

HANGARS  
HANGAR  
CONTROL TOWER 404  
HANGARS  
FBO  
TERMINAL

NC-3, 22 OCT 2009 to 19 NOV 2009

37°13'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

89°35'W

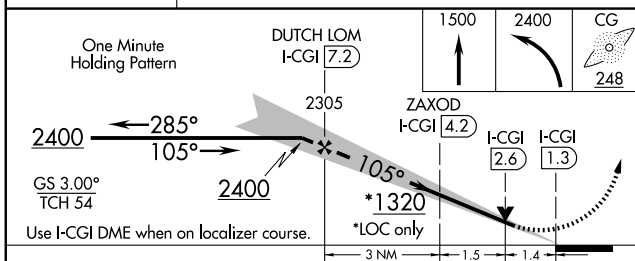
89°34'W

ILS or LOC RWY 10  
CAPE GIRARDEAU RGNL (CGI)

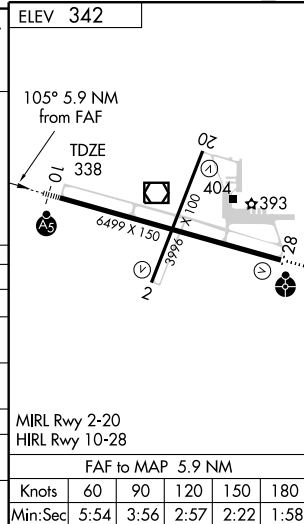
MALSR  
A5

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2400 direct DUTCH LOM/I-CGI 7.2 DME and hold.

NC-3, 22 OCT 2009 to 19 NOV 2009



CATEGORY	A	B	C	D
S-ILS 10	538-½ 200 (200-½)			
S-LOC 10	1320-¾ 982 (1000-¾)	1320-1 982 (1000-1)	1320-2½ 982 (1000-2½)	
CIRCLING	1320-1¼ 978 (1000-1¼)	1320-1½ 978 (1000-1½)	1320-3 978 (1000-3)	
ZAXOD FIX MINIMUMS				
S-LOC 10	860-½ 522 (600-½)		860-1 522 (600-1)	860-1¼ 522 (600-1¼)
CIRCLING	860-1 518 (600-1)	960-1 618 (700-1)	960-1¾ 618 (700-1¾)	1000-2 658 (700-2)



LOC I-CGI <b>109.5</b> Chan <b>32</b>	APP CRS <b>285°</b>	Rwy Idg TDZE Apt Elev	<b>6499</b> <b>341</b> <b>342</b>
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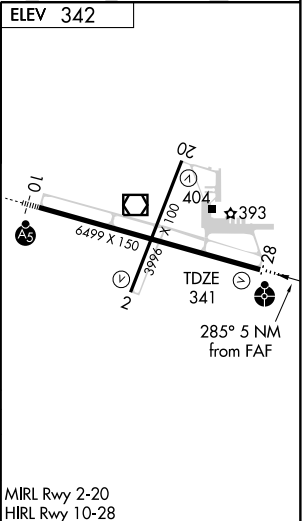
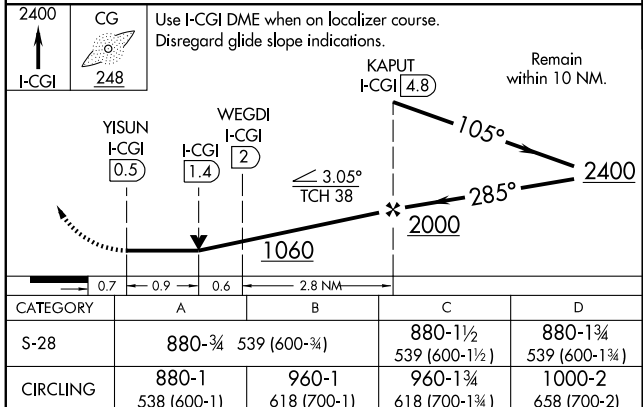
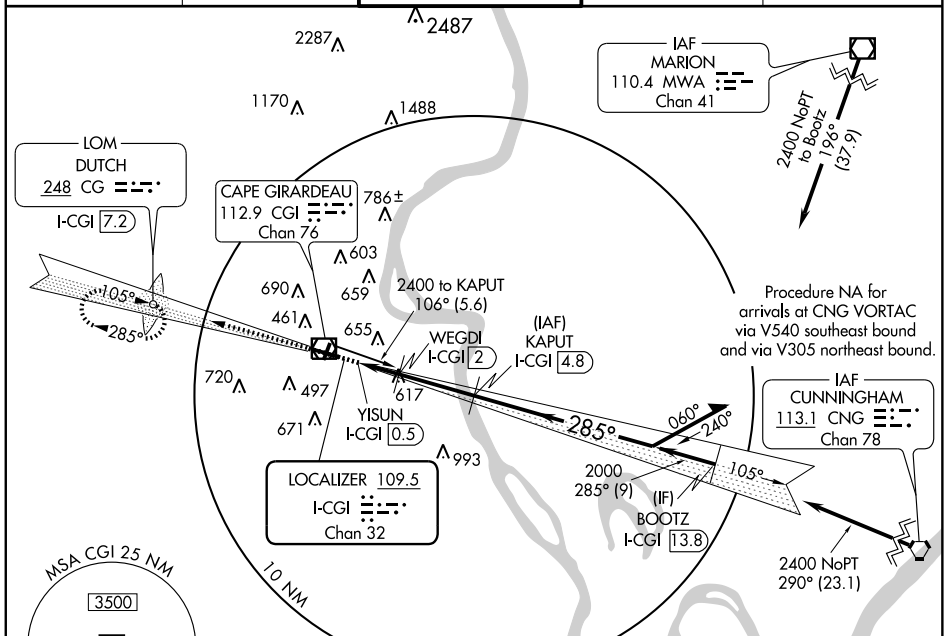
# LOC/DME BC RWY 28 CAPE GIRARDEAU RGNL (CGI)

**▼** Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all MDA 60 feet and increase Circling Cats C, D visibility ¼ mile. VDP NA when using Cairo Rgnl altimeter setting.



**MISSED APPROACH:** Climb to 2400 via I-CGI front course to DUTCH LOM/I-CGI 7.2 DME and hold.

ASOS <b>120.55</b>	MEMPHIS CENTER <b>133.65 292.15</b>	CAPE GIRARDEAU TOWER★ <b>125.525 (CTAF) 0</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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RNAV (GPS) RWY 10  
CAPE GIRARDEAU RGNL (CGI)

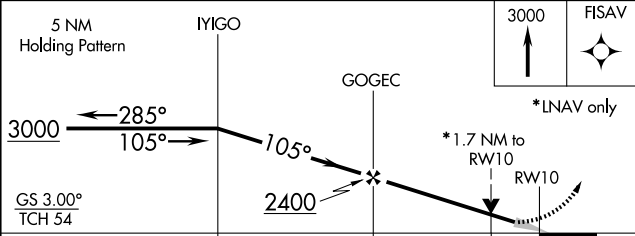
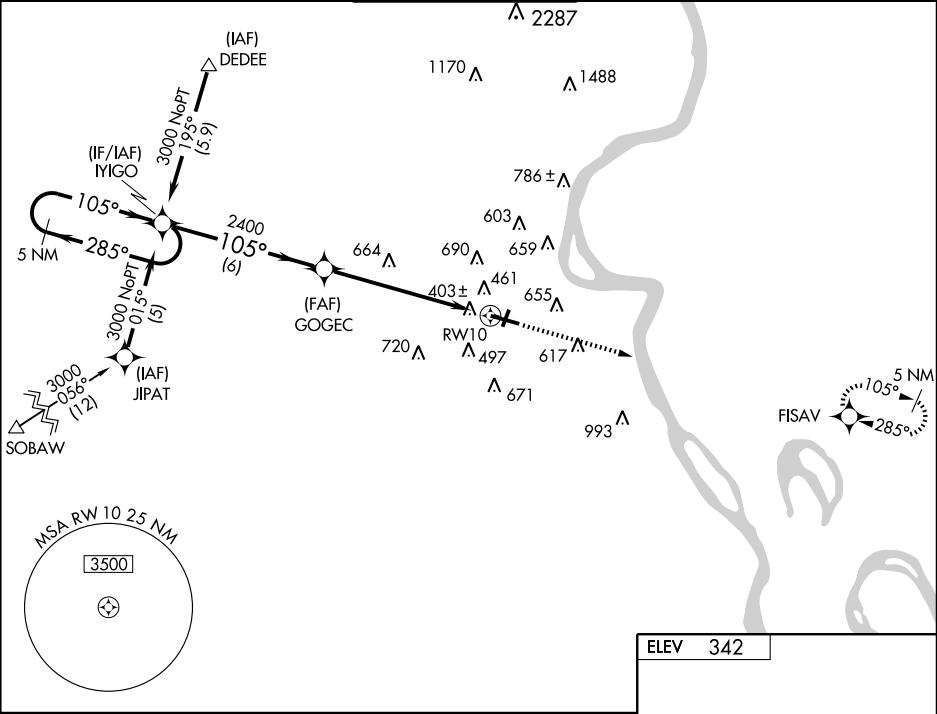
WAAS CH <b>61399</b> <b>W10A</b>	APP CRS <b>105°</b>	Rwy Idg TDZE Apt Elev	<b>6499</b> <b>338</b> <b>342</b>
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**⚠** DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).  
If local altimeter setting not received, use Carbondale, IL altimeter setting and increase all DAs/MDAs 100 feet.  
**⚠** Baro-VNAV and VDP NA with Carbondale altimeter setting.  
For inoperative MALSR increase LPV all Cats. visibility to ¾.

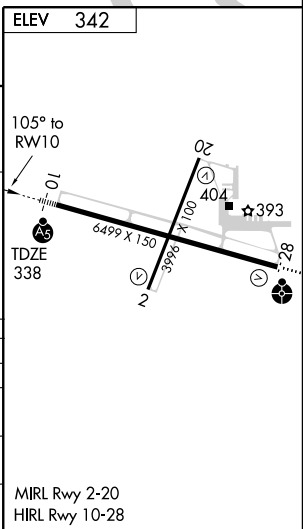
MALSR

MISSED APPROACH: Climb to 3000 direct FISAV and hold.

ASOS <b>120.55</b>	MEMPHIS CENTER <b>133.65 292.15</b>	CAPE GIRARDEAU TOWER★ <b>125.525 (CTAF) 0</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		588-½	250 (300-½)	
LNAV/VNAV DA		723-¾	385 (400-¾)	
LNAV MDA	940-½	602 (600-½)	940-1¼ 602 (600-1¼)	940-1½ 602 (600-1½)
CIRCLING	940-1¼ 598 (600-1¼)	960-1¼ 618 (700-1¼)	960-1¾ 618 (700-1¾)	1000-2 658 (700-2)



WAAS CH <b>90199</b> <b>W28A</b>	APP CRS <b>285°</b>	Rwy Idg <b>6499</b> TDZE <b>341</b> Apt Elev <b>342</b>
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## RNAV (GPS) RWY 28

CAPE GIRARDEAU RGNL (CGI)

**V** DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).  
If local altimeter setting not received, use Carbondale, IL altimeter setting and increase all DAs/MDAs 100 feet.

**A** Baro-VNAV and VDP NA with Carbondale altimeter setting.  
Inoperative table does not apply to LPV, LNAV/VNAV, and LNAV Cat. C.

ODALS



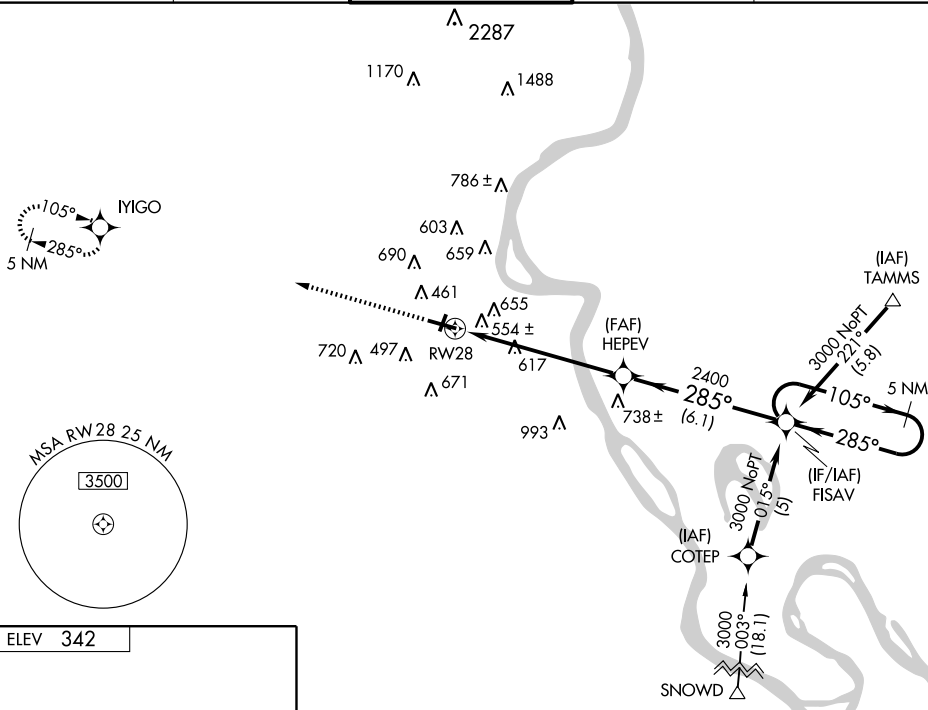
**MISSED APPROACH:** Climb to 3000  
direct YIGO and hold.

ASOS  
120.55

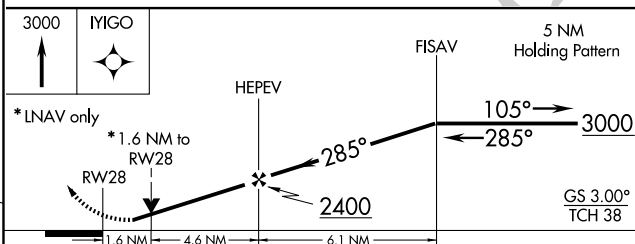
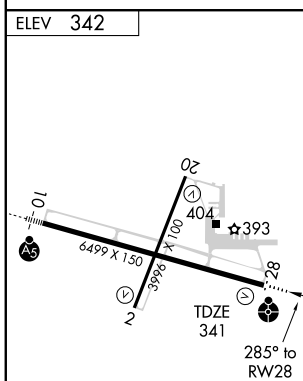
MEMPHIS CENTER  
133.65 292.15

CAPE GIRARDEAU TOWER ★  
125.525 (CTAF) **L**

GND CON  
**121,6**

UNICOM  
122.95

NC-3, 22 OCT 2009 to 19 NOV 2009



CATEGORY		A	B	C	D
LPV	DA	718-1¼ 377 (400-1¼)			
LNAV/ VNAV	DA	948-2¼ 607 (700-2¼)			
LNAV	MDA	880-¾ 539 (600-¾)	880-1½ 539 (600-1½)	880-1¾ 539 (600-1¾)	
CIRCLING				960-2 ½ 618 (700-2 ½)	
				1000-2¼ 658 (700-2¼)	

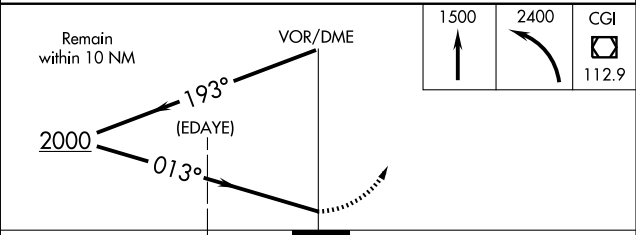
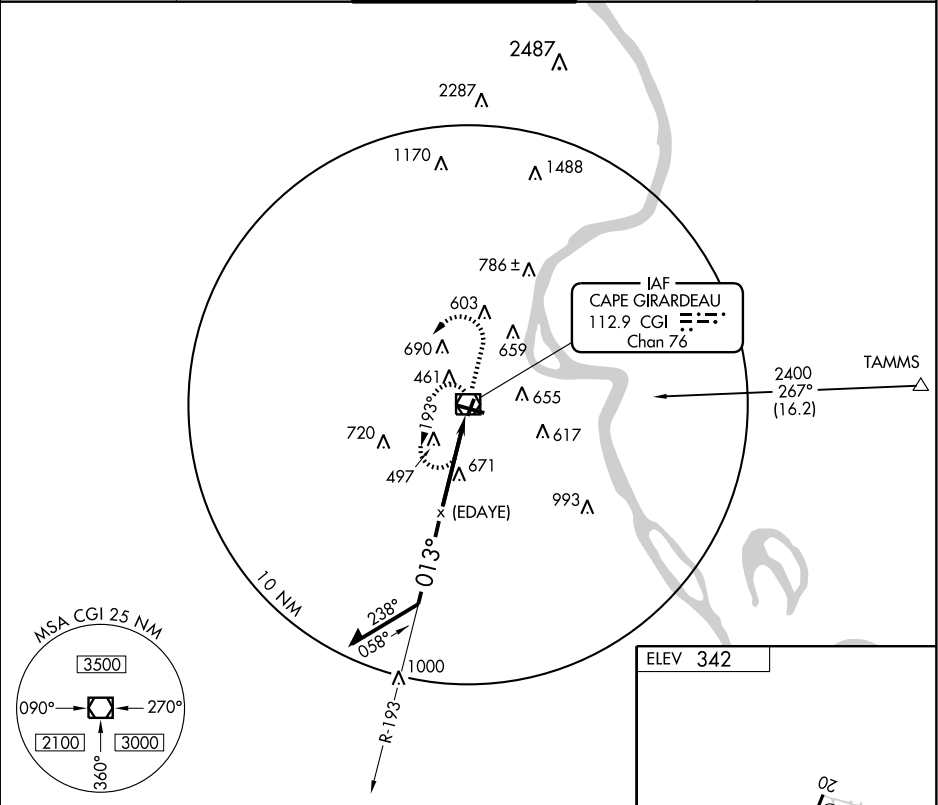
MIRL Rwy 2-20  
HIRL Rwy 10-28

VOR/DME CGI	APP CRS	Rwy Idg	3996
112.9	013°	TDZE	342
Chan 76		Apt Elev	342

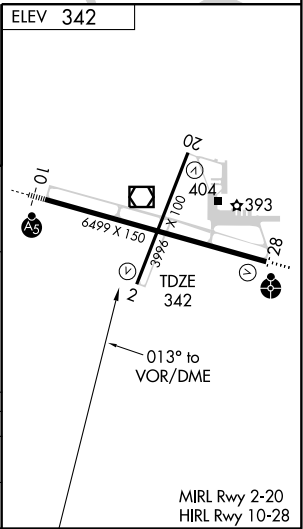
VOR or GPS RWY 2  
CAPE GIRARDEAU RGNL (CGI)

	MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct CGI VOR/DME and hold.
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ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER★ 125.525 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-2	1000-1	658 (700-1)	1000-1¾ 658 (700-1¾)	1000-2 658 (700-2)
CIRCLING	1000-1	658 (700-1)	1000-1¾ 658 (700-1¾)	1000-2 658 (700-2)

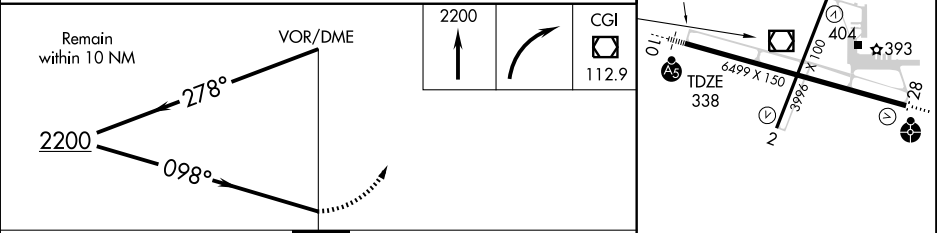
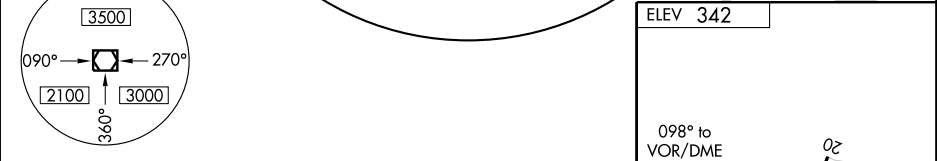
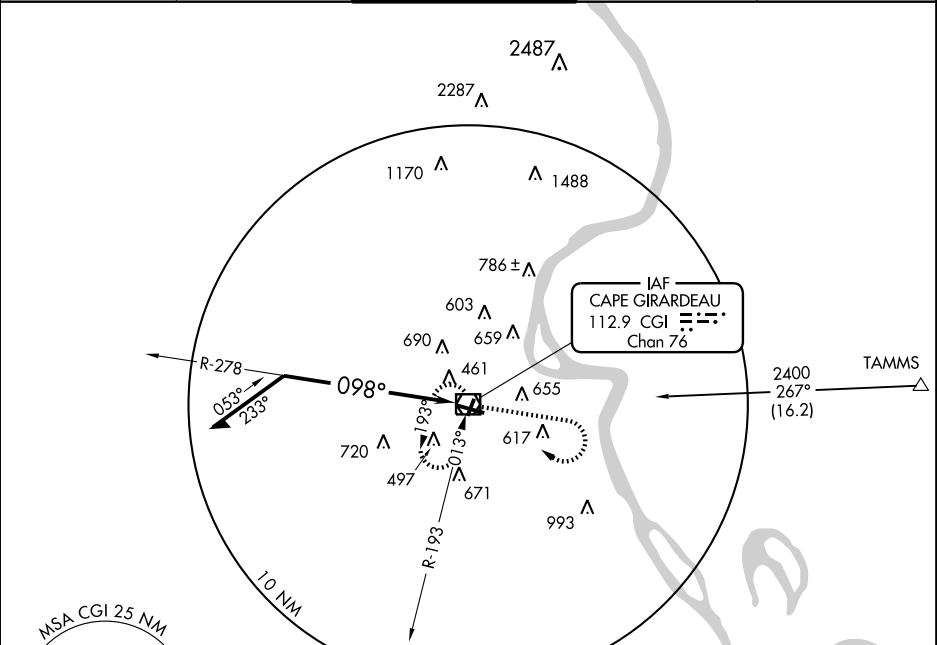


VOR/DME CGI	APP CRS	Rwy Idg
112.9	098°	6499
Chan 76		TDZE 338
		Apt Elev 342

VOR RWY 10  
CAPE GIRARDEAU RGNL (CGI)

	MALS R	MISSED APPROACH: Climb to 2200 then right turn direct CGI VOR/DME and hold.
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ASOS 120.55	MEMPHIS CENTER 133.65 292.15	CAPE GIRARDEAU TOWER★ 125.525 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-10	980-1/2 642 (700-1/2)		980-1 1/4 642 (700-1 1/4)	980-1 1/2 642 (700-1 1/2)
CIRCLING	980-1 638 (700-1)		980-1 3/4 638 (700-1 3/4)	1000-2 658 (700-2)

MIRL Rwy 2-20  
HIRL Rwy 10-28





MISSED APPROACH: Climb to 2500 direct ARURE and hold.

MEMPHIS CENTER  
134.65 316.15

CTAF  
122.9 **L**

2500	ARURE
	

[illegible]

CATEGORY		A	B	C	D
LPV	DA	631-1¼	365 (400-1¼)		NA
LNNAV/ VNAV	DA	695-1½	429 (500-1½)		NA
LNNAV	MDA	680-1	414 (500-1)	680-1¼ 414 (500-1¼)	NA
CIRCLING		820-1	552 (600-1)	860-1½ 592 (600-1½)	NA

ELEV 268	MIRL Rwy 18-36 <b>L</b>
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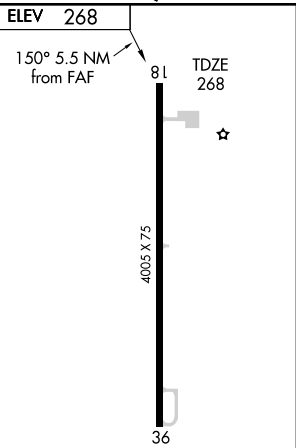
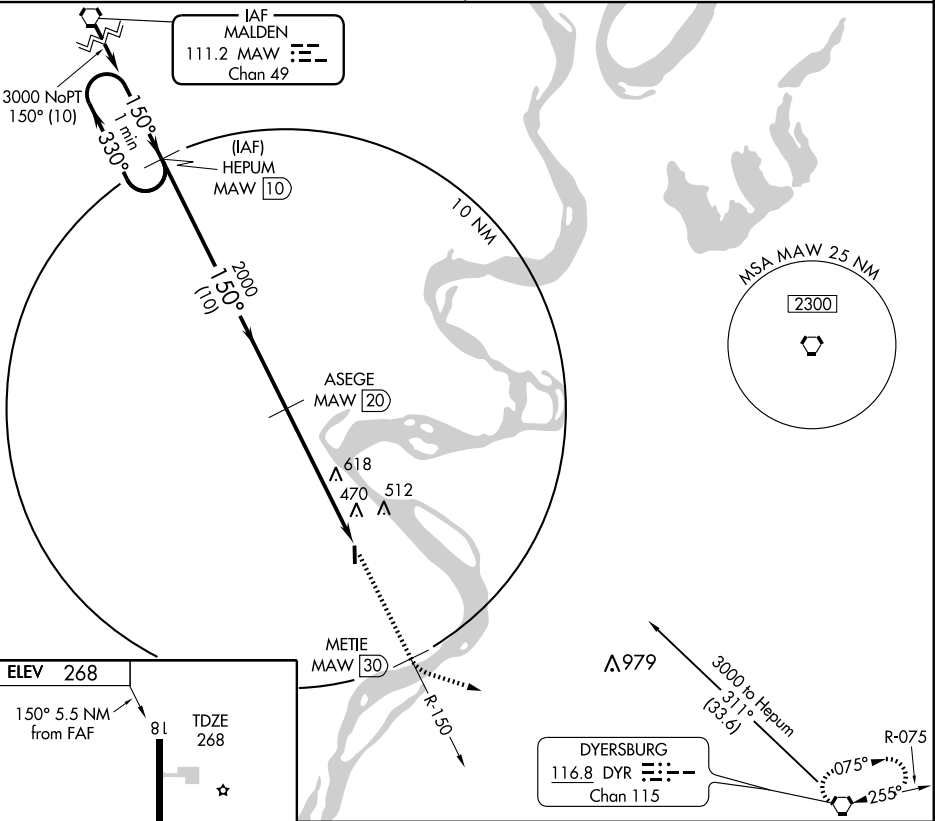
VORTAC MAW	APP CRS	Rwy Idg	4005
111.2	150°	TDZE	268
Chan 49		Apt Elev	268


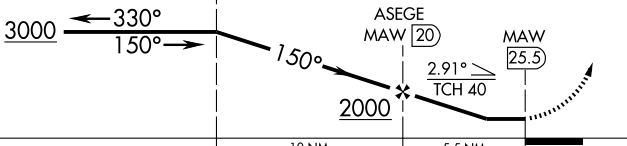
VOR/DME RWY 18  
CARUTHERSVILLE MEMORIAL (M05)

Use Dyersburg Muni altimeter setting.

MISSED APPROACH: Climb to 3000 via MAW VORTAC R-150 to METIE/MAW 30 DME, then left turn direct DYR VORTAC and hold.

MEMPHIS CENTER 134.65 316.15	CTAF 122.9
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One Minute Holding Pattern		HEPUM MAW <u>10</u>		3000 MAW R-150 111.2	METIE MAW <u>30</u>	DYR  <u>116.8</u>
						
CATEGORY	A	B	C	D		
S-18	980-1 712 (800-1)	980-1¼ 712 (800-1¼)	980-2 712 (800-2)	NA		
CIRCLING	980-1 712 (800-1)	980-1¼ 712 (800-1¼)	980-2 712 (800-2)	NA		

VOR/DME EOS <b>117.3</b> Chan <b>120</b>	APP CRS <b>102°</b>	Rwy Idg <b>3600</b> TDZE <b>1482</b> Apt Elev <b>1482</b>
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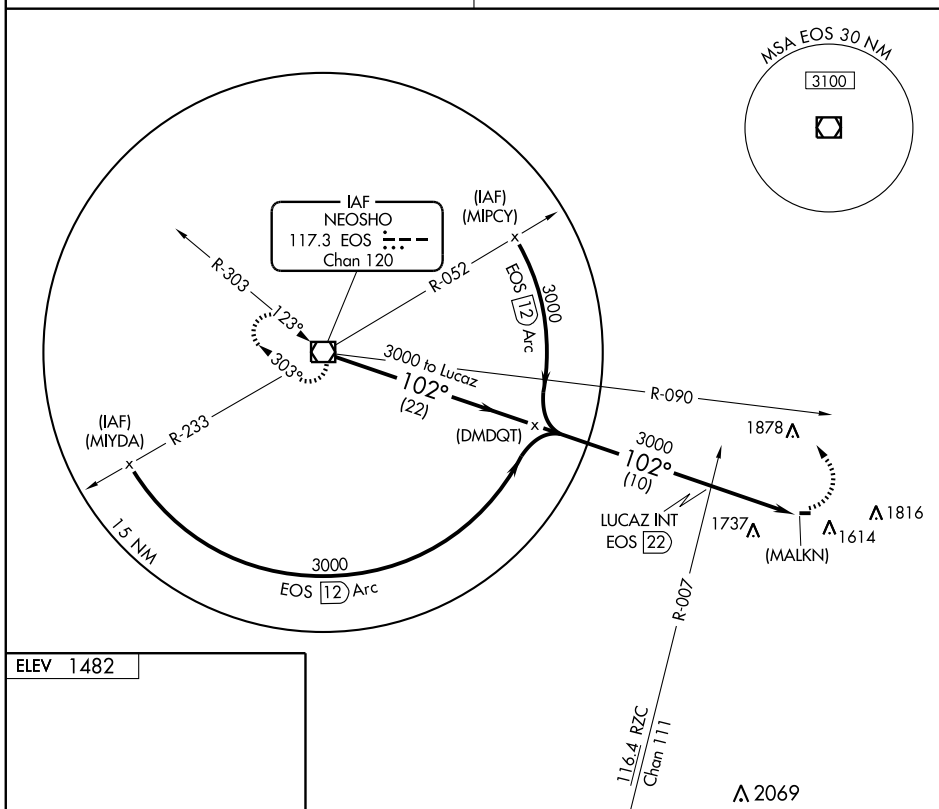
VOR or GPS RWY 9  
CASSVILLE MUNI (94K)

**ANA**

Use Joplin, MO altimeter setting.

**MISSED APPROACH:** Climbing left turn to 3000 via heading 320° and EOS R-090 to EOS VOR/DME and hold.

SPRINGFIELD APP CON  
124.95 318.2

CTAF  
122.9 

ELEV 1482

102° 5 NM  
from FAF

TDZE  
1482

MIRL Rwy 9-27 **L**

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

VOR/DME

3000

102°

3000

Procedure Turn NA

22 NM

5 NM

(MALKN) Eos 27

320°

3000

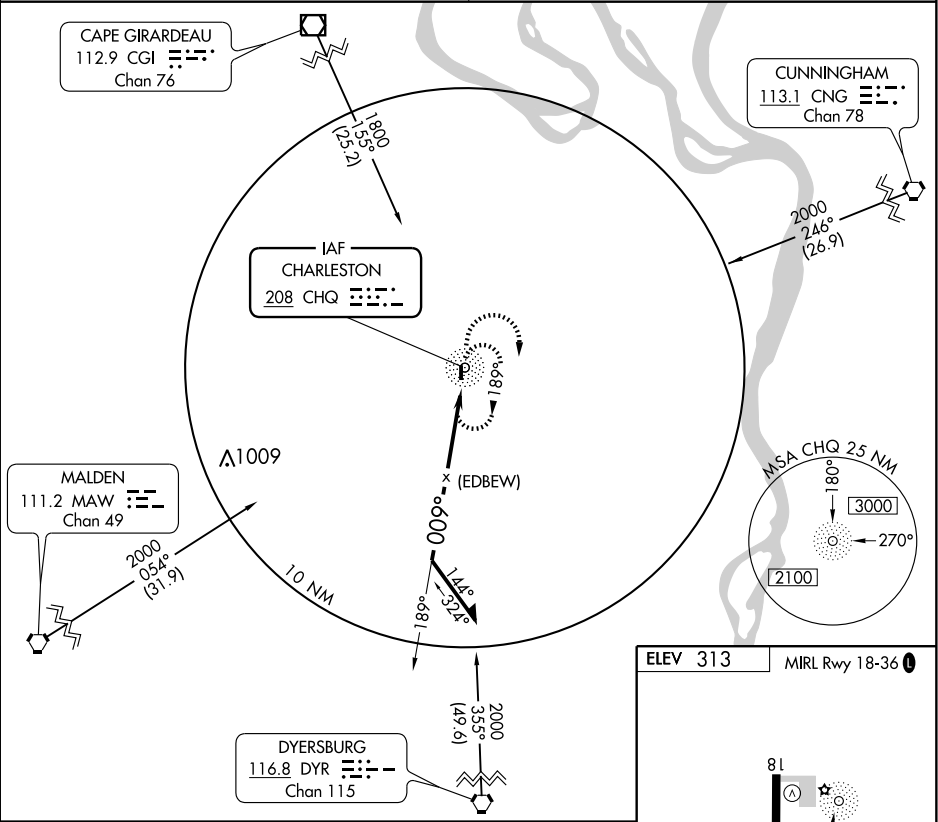
EOS R-090 117.3

EOS 117.3

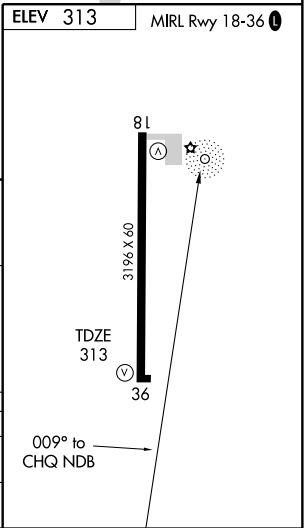
NDB CHQ	APP CRS	Rwy Idg	3196
<u>208</u>	<u>009°</u>	TDZE	313
		Apt Elev	313

NDB or GPS RWY 36  
CHARLESTON/MISSISSIPPI COUNTY (CHQ)

<b>NA</b> Use Cape Girardeau altimeter setting.	MISSED APPROACH: Climbing right turn to 1800 in CHQ NDB holding pattern.
MEMPHIS CENTER <b>133.65 292.15</b>	CTAF <b>122.9 0</b>



<div>Remain within 10 NM</div> <div><div>1800</div><div>CHQ</div><div>208</div></div>				CATEGORY		A		B		C		D	
S-36		940-1		627 (700-1)		940-1 $\frac{3}{4}$ 627 (700-1 $\frac{3}{4}$ )		NA					
CIRCLING		940-1		627 (700-1)		940-1 $\frac{3}{4}$ 627 (700-1 $\frac{3}{4}$ )		NA					



NDB CHT  
**375**

APP CRS  
147°

Rwy Idg	<b>3899</b>
TDZE	<b>783</b>
Apt Elev	<b>783</b>

NDB RWY 14  
CHILlicothe MUNI (CHT)



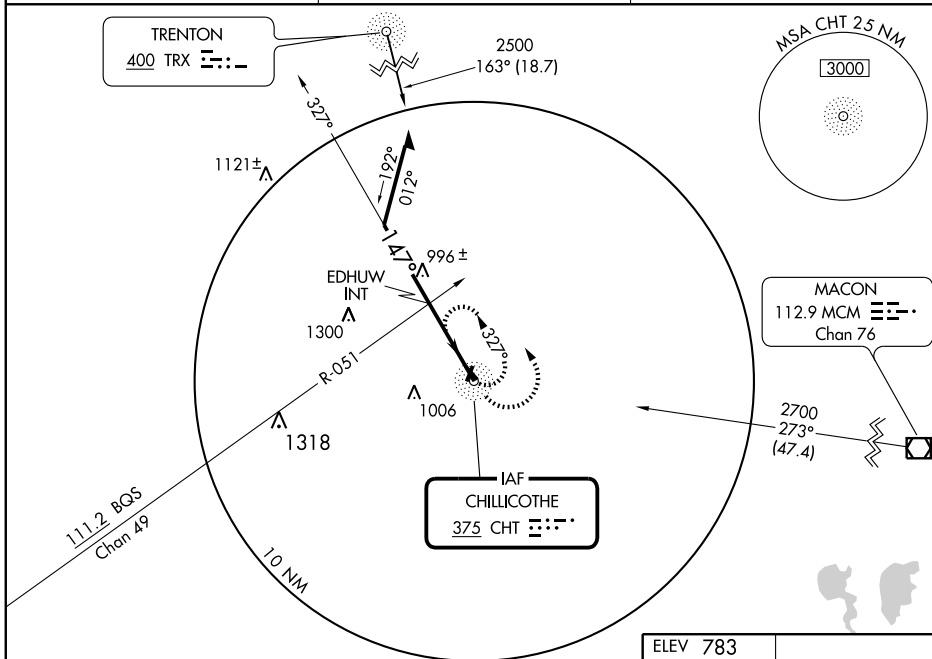
Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDA 200 feet, increase S-14 Cats A and B and Circling Cats A and B visibility ¼ mile.

**MISSED APPROACH:** Climbing left turn to 2500 in CHT NDB holding pattern.

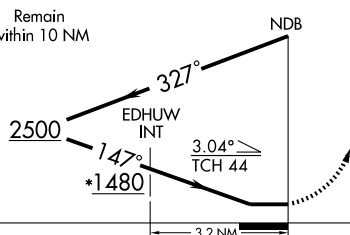
AWOS-3  
118.175

KANSAS CITY CENTER  
125.25 381.5

UNICOM  
**122.8** (CTAF) **L**

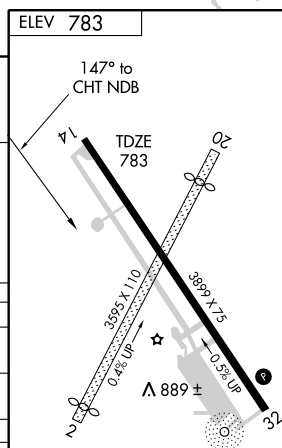


Remain  
within 10 NM



\*1680 when using Kansas City Intl altimeter setting.

CATEGORY	A	B	C	D
S-14	1480-1	697 (700-1)	NA	
CIRCLING	1480-1	697 (700-1)	NA	
EDHUW FIX MINIMUMS				
S-14	1300-1	517 (600-1)	NA	
CIRCLING	1300-1	517 (600-1)	NA	



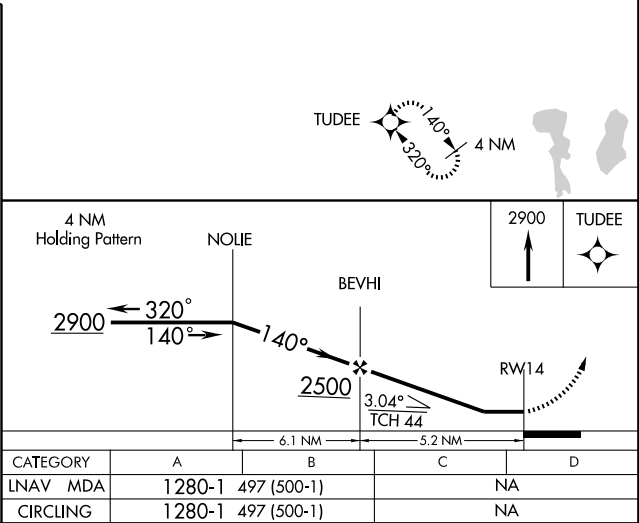
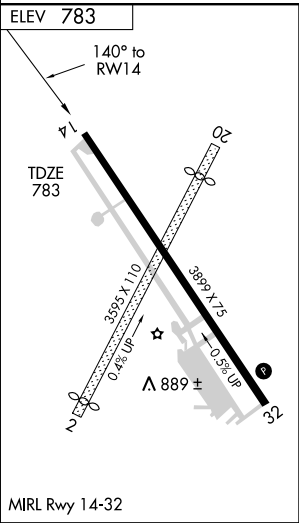
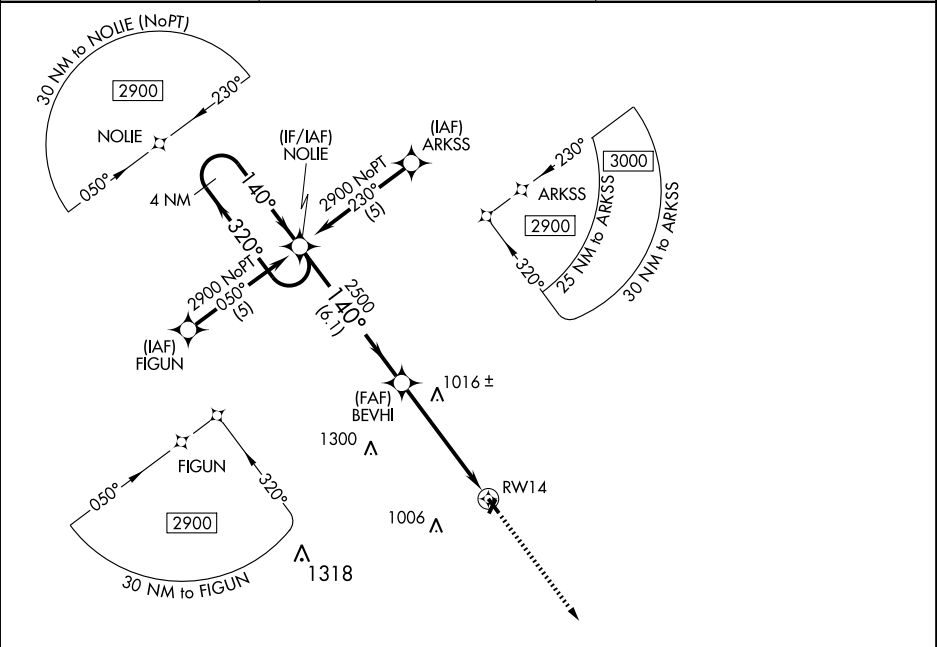
MIRL Rwy 14-32

APP CRS	Rwy Idg	3899
140°	TDZE	783
	Apt Elev	783

RNAV (GPS) RWY 14  
CHILLICOTHE MUNI (CHT)

<b>T</b> <b>NA</b>	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDA 200 feet.	MISSED APPROACH: Climb to 2900 direct TUDEE and hold.
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AWOS-3 118.175	KANSAS CITY CENTER 125.25 381.5	UNICOM 122.8 (CTAF) <b>0</b>
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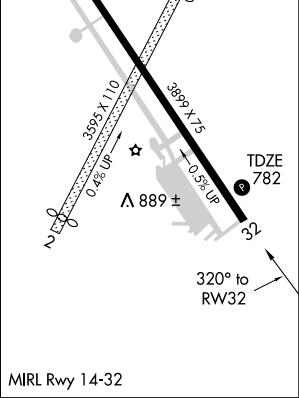
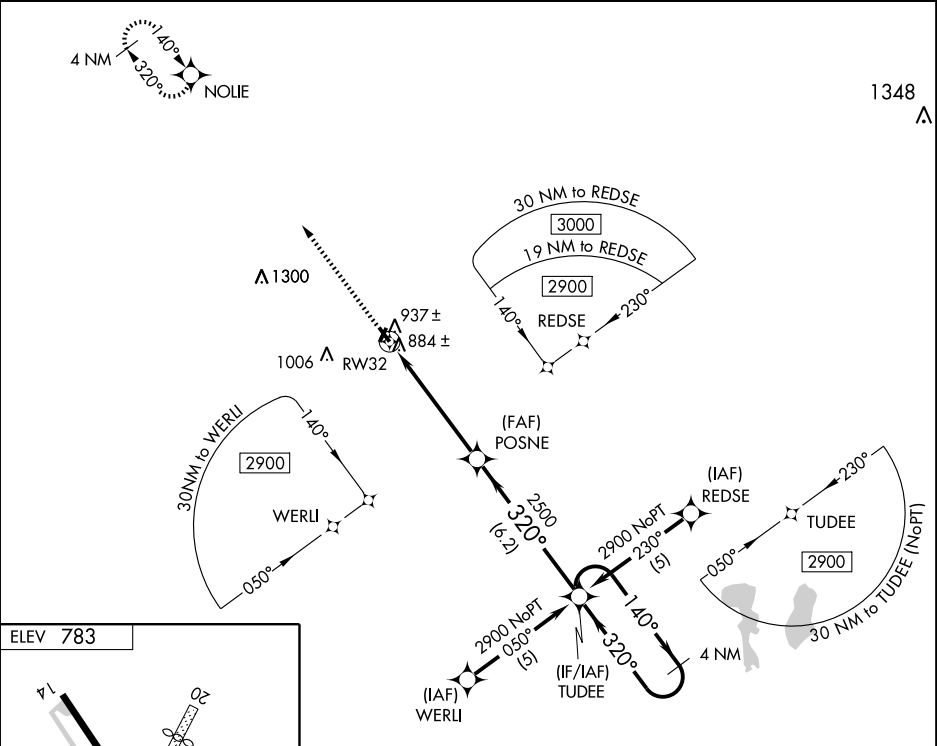
CATEGORY	A	B	C	D
LNAY MDA	1280-1	497 (500-1)	NA	NA
CIRCLING	1280-1	497 (500-1)	NA	NA



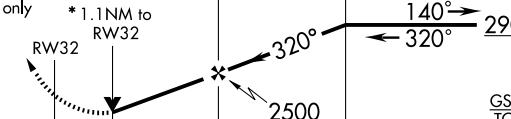
WAAS CH <b>70413</b> <b>W32A</b>	APP CRS <b>320°</b>	Rwy Idg TDZE <b>782</b> Apt Elev <b>783</b>
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RNAV (GPS) RWY 32  
CHILLICOTHE MUNI (CHT)

<p><b>T</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DA 181 feet and all MDA 200 feet, and increase LPV all Cats visibility ¾ mile and LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting.</p> <p><b>NA</b></p>	<p><b>MISSED APPROACH:</b> Climb to 2900 direct NOLIE and hold.</p>
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AWOS-3 <b>118.175</b>	KANSAS CITY CENTER <b>125.25 381.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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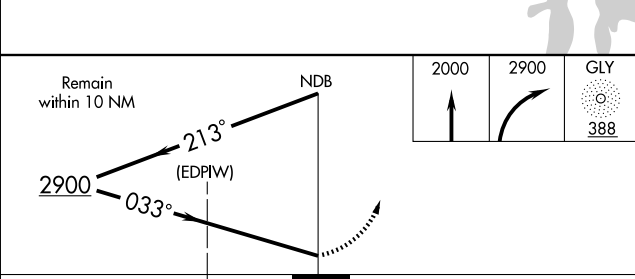
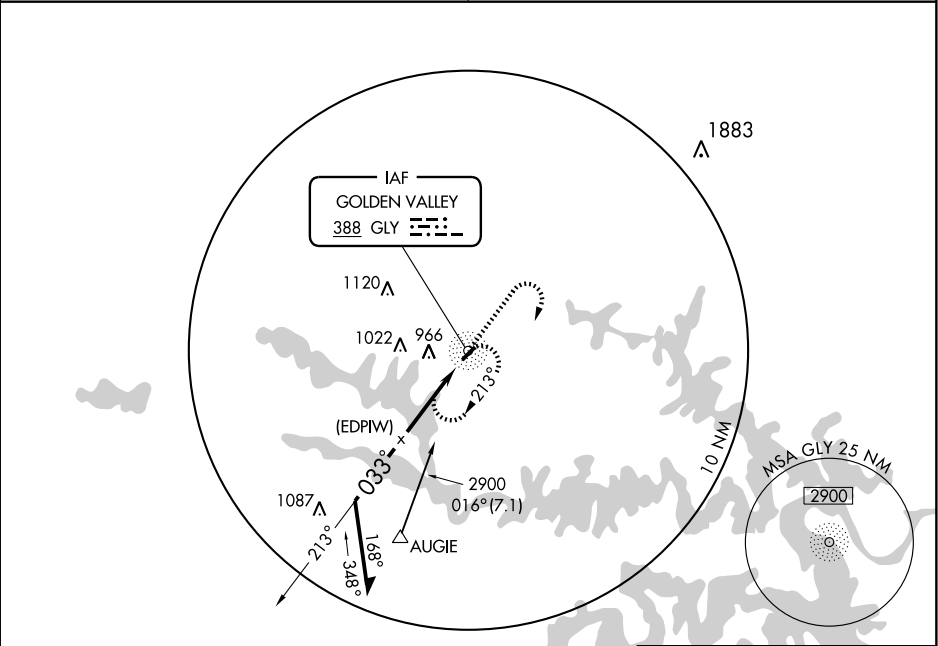
2900	NOLIE	VGSI and RNAV glidepath not coincident.		4 NM Holding Pattern
				
* LNAV only	* 1.1 NM to RW32	POSNE	TUDEE	
				
	1.1 NM	4.1 NM	6.2 NM	
CATEGORY	A	B	C	D
LPV DA	1148-1¼	366 (400-1¼)	NA	
LNAV/ VNAV DA	1154-1½	372 (400-1½)	NA	
LNAV MDA	1200-1	418 (500-1)	NA	
CIRCLING	1280-1	497 (500-1)	NA	



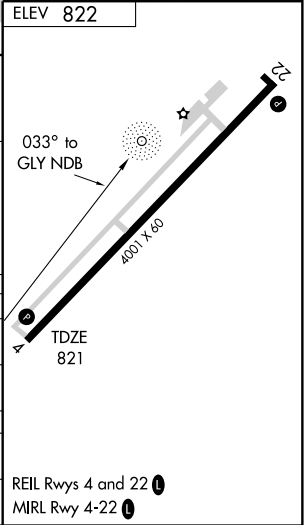
NDB GLY	APP CRS	Rwy Idg	4001
388	033°	TDZE	821
		Apt Elev	822

NDB or GPS RWY 4  
CLINTON MEMORIAL (GLY)

Obtain local altimeter setting on CTAF; when not received use Whiteman AFB altimeter setting. ▲ NA	MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 direct GLY NDB and hold.
WHITEMAN APP CON★ 127.45	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-4	1440-1	619 (700-1)	1440-1¾ 619 (700-1¾)	NA
CIRCLING	1440-1	618 (700-1)	1440-1¾ 618 (700-1¾)	NA
WHITEMAN AFB ALTIMETER SETTING MINIMUMS				
S-4	1540-1	719 (800-1)	1540-2 719 (800-2)	NA
CIRCLING	1540-1	718 (800-1)	1540-2 718 (800-2)	NA

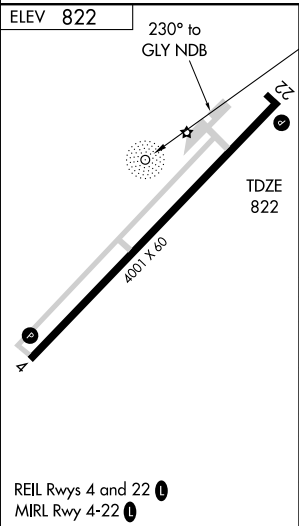
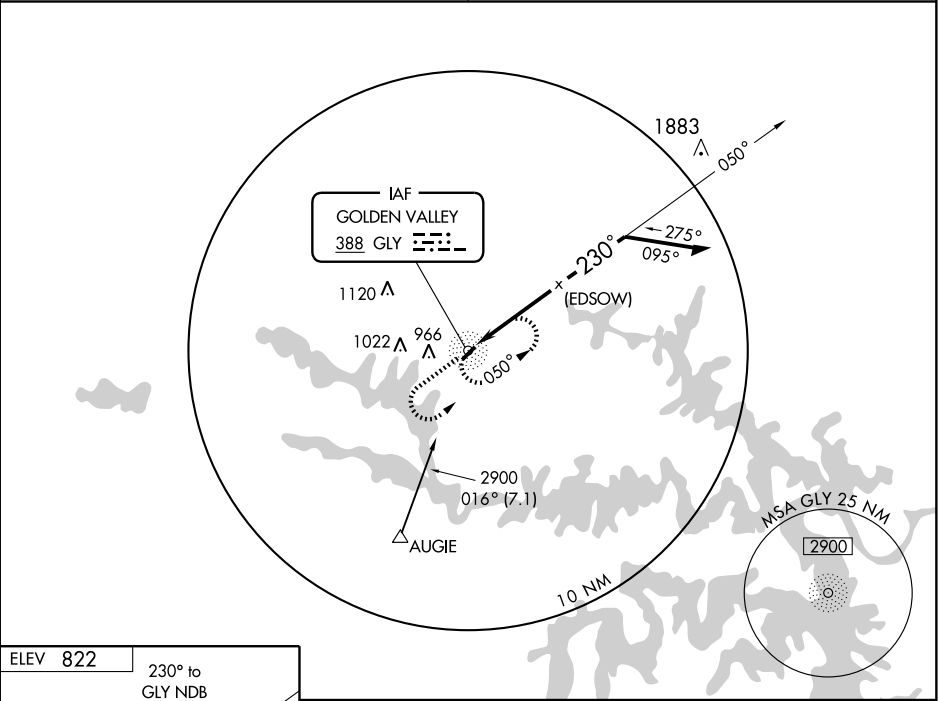


NDB GLY	APP CRS	Rwy Idg	4001
388	230°	TDZE	822
		Apt Elev	822

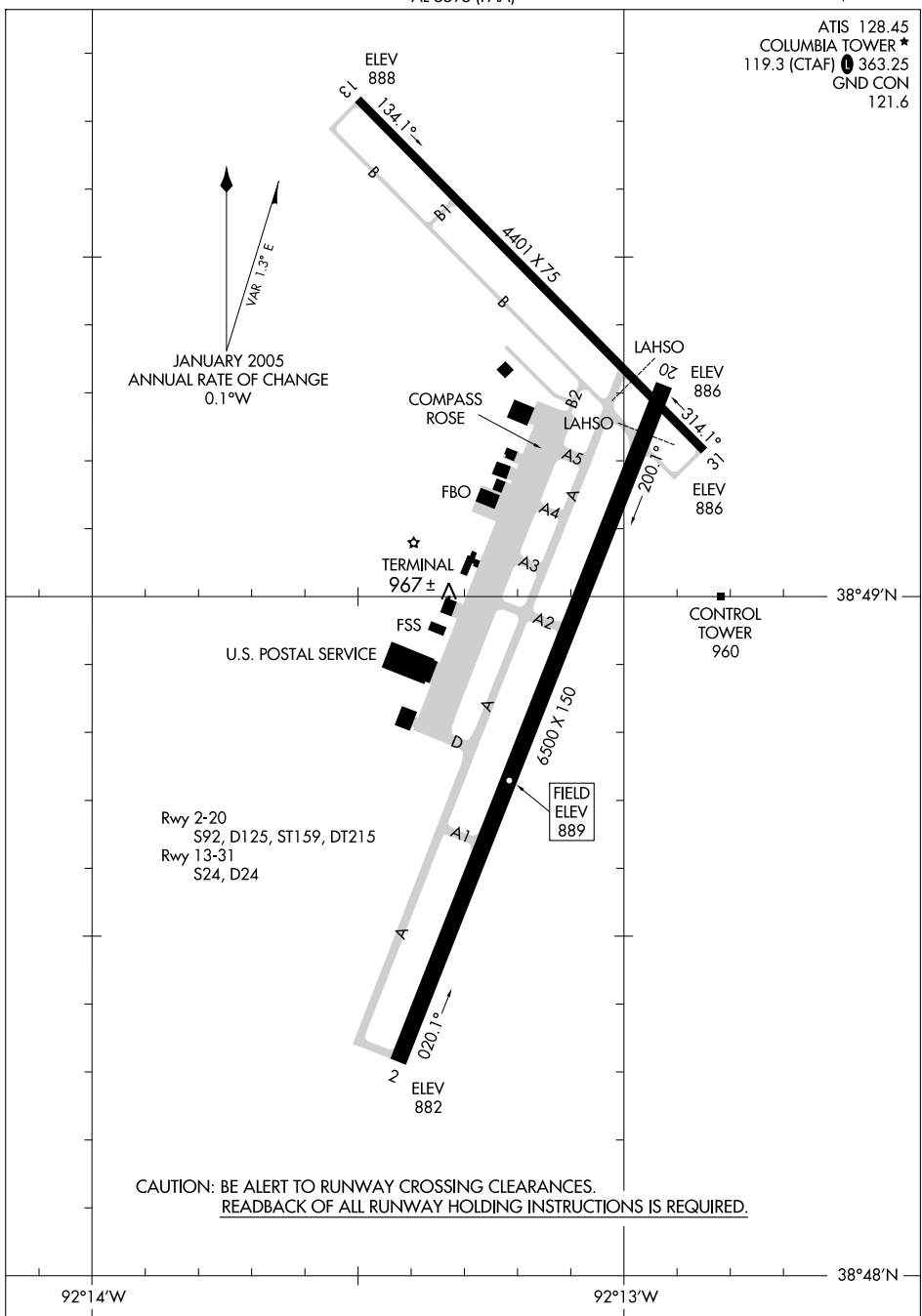
# NDB or GPS RWY 22

CLINTON MEMORIAL (GLY)

Obtain local altimeter setting on CTAF; when not received use Whiteman AFB altimeter setting. ▲ NA	MISSED APPROACH: Climb to 2000 then climbing left turn to 2900 direct GLY NDB and hold.
WHITEMAN APP CON★ 127.45	UNICOM 122.8 (CTAF) 0





2000	2900	GLY 388	NDB	Remain within 10 NM
↑	↪	○	050°	2900
			(EDSOW)	230°
			4 NM	
CATEGORY	A	B	C	D
S-22	1400-1	578 (600-1)	1400-1½ 578 (600-1½)	NA
CIRCLING	1400-1	578 (600-1)	1400-1½ 578 (600-1½)	NA
WHITEMAN AFB ALTIMETER SETTING MINIMUMS				
S-22	1500-1	678 (700-1)	1500-2 678 (700-2)	NA
CIRCLING	1500-1	678 (700-1)	1500-2 678 (700-2)	NA



LOC/DME I-COU <b><u>110.7</u></b> Chan <b>44</b>	APP CRS <b>018°</b>	Rwy Idg <b>6500</b> TDZE <b>889</b> Apt Elev <b>889</b>
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ILS or LOC/DME RWY 2  
COLUMBIA RGNL (COU)

	For inoperative MALS/R, increase S-LOC 2 Cat D visibility to RVR 5000.
	When local altimeter setting not received, use Jefferson City altimeter setting and increase all DA/MDA 80 feet and increase S-LOC 2 Cat C visibility to 4000 feet.
	* RVR 1800 authorized with the use of FD or AP or HUD to DA.
	VDP NA when using Jefferson City altimeter setting.
	For inoperative MALS/R when using Jefferson City altimeter setting, increase S-ILS all Cats visibility to 1 mile. DME required.

MALS



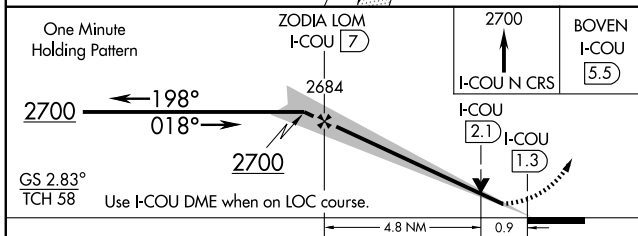
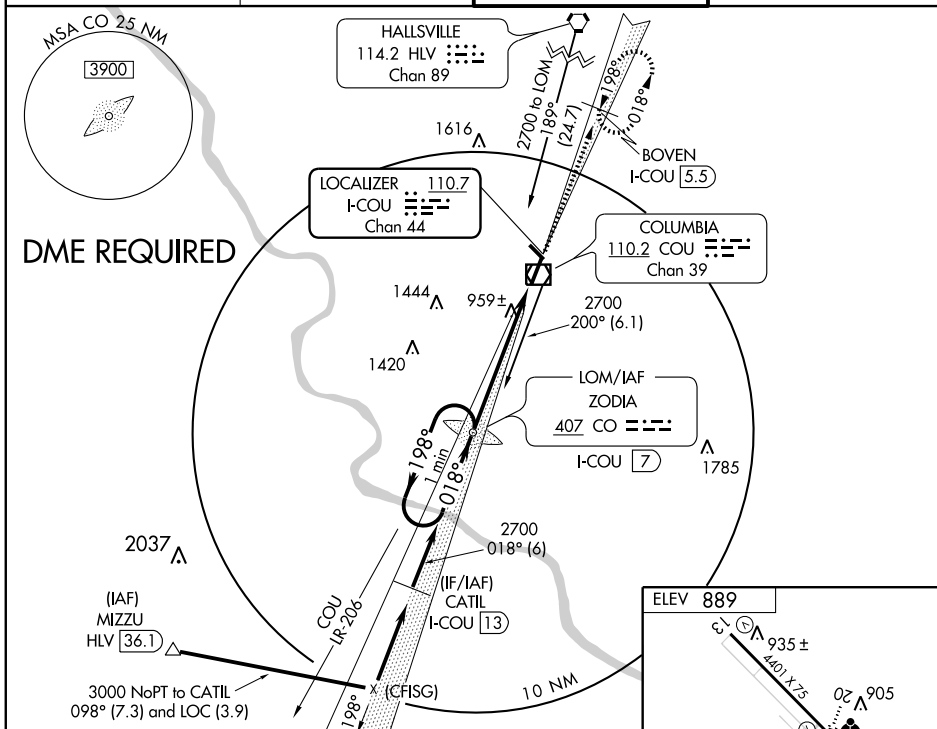
**MISSED APPROACH:** Climb to 2700 via I-COU north course to BOVEN/I-COU 5.5 DME and hold.

ATIS  
128.45

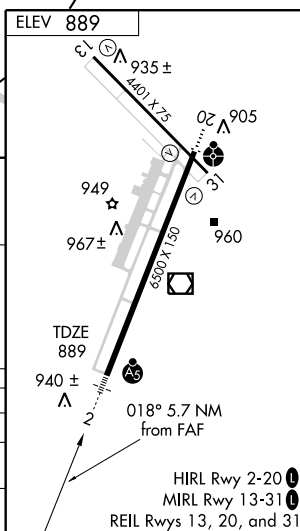
MIZZU APP CON  
124.375 353.7

COLUMBIA TOWER ★  
119.3(CTAF) **L** 363.25

GND CON  
**121.6**



CATEGORY	A	B	C	D
S-ILS 2	*1089/24 200 (200-½)			
S-LOC 2	1220/24 331 (400-½)			1220/40 331 (400-¾)
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)



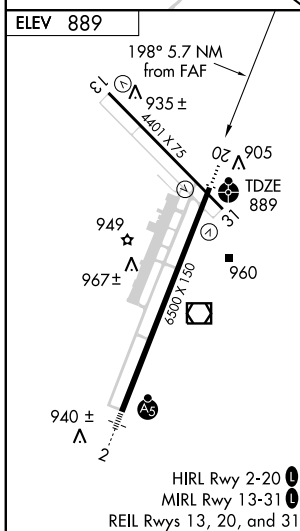
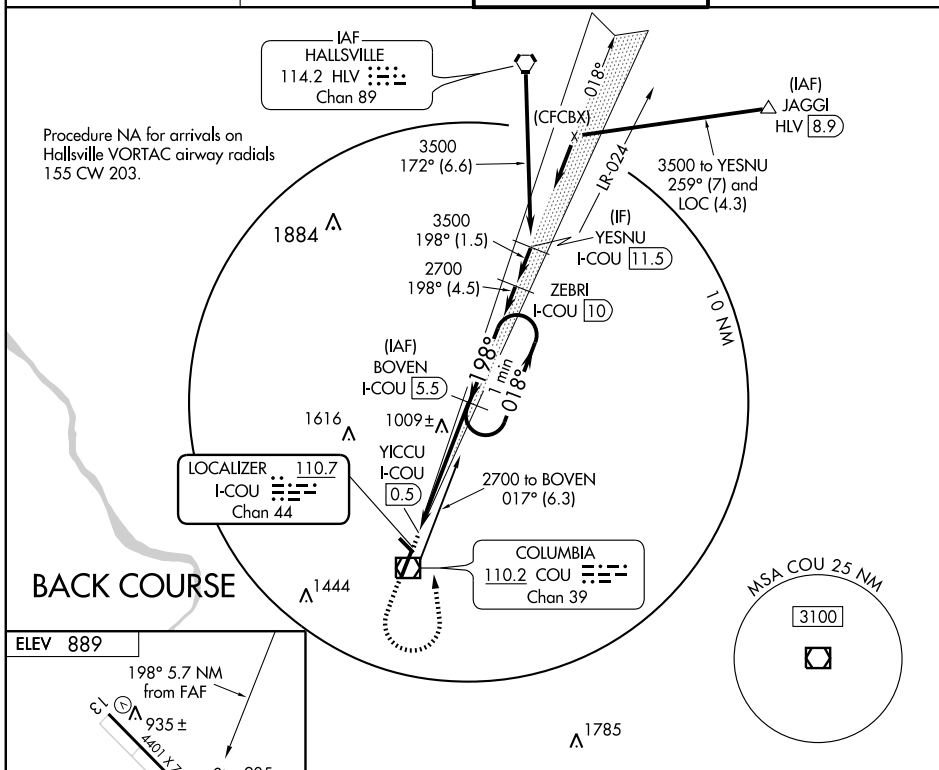
LOC/DME I-COU	APP CRS	Rwy Idg	6500
110.7	198°	TDZE	889
Chan 44		Apt Elev	889

## LOC/DME BC RWY 20

COLUMBIA RGNL (COU)

<p>▼ When local altimeter setting not received, use Jefferson City altimeter setting and increase all MDA 80 feet and increase visibility S-LOC 20 Cat C ½ mile and Cat D ½ mile.</p>	<p>ODALS</p>	<p>MISSED APPROACH: Climb to 1700 then climbing left turn to 2700 via heading 350° and I-COU north course to BOVEN/I-COU 5.5 DME and hold.</p>
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<p>ATIS</p> <p>128.45</p>	<p>MIZZU APP CON</p> <p>124.375 353.7</p>	<p>COLUMBIA TOWER ★</p> <p>119.3 (CTAF) 0 363.25</p>	<p>GND CON</p> <p>121.6</p>
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<div><div><div>1700</div><div>↑</div></div><div><div>2700</div><div><div>↶</div><div>350°</div></div></div><div><div>BOVEN</div><div>I-COU</div><div>N Crs</div></div><div><div>BOVEN</div><div>I-COU</div><div>5.5</div></div><div><div>BOVEN</div><div>I-COU</div><div>5.5</div></div><div><div>One Minute</div><div>Holding Pattern</div></div></div> <div>Use I-COU DME when on LOC course.</div> <div><div><div><div>YICCU</div><div>I-COU</div><div>0.5</div></div><div><div>↶</div></div><div><div>198°</div></div><div><div>≤ 2.94°</div><div>TCH 40</div></div></div><div><div>✖</div><div><div>018° →</div><div>← 198°</div></div><div><div>2700</div></div></div><div>Disregard glide slope indications.</div></div> <table><tr><td></td><td colspan="2">0.7</td><td colspan="2">5 NM</td><td></td></tr><tr><td>CATEGORY</td><td>A</td><td>B</td><td>C</td><td>D</td></tr><tr><td>S-20</td><td colspan="3">1260-3/4 371 (400-3/4)</td><td>1260-1 1/4 371 (400-1 1/4)</td></tr><tr><td>CIRCLING</td><td>1300-1 411 (500-1)</td><td>1340-1 451 (500-1)</td><td>1340-1 1/2 451 (500-1 1/2)</td><td>1440-2 551 (600-2)</td></tr></table>						0.7		5 NM			CATEGORY	A	B	C	D	S-20	1260-3/4 371 (400-3/4)			1260-1 1/4 371 (400-1 1/4)	CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1 1/2 451 (500-1 1/2)	1440-2 551 (600-2)
	0.7		5 NM																						
CATEGORY	A	B	C	D																					
S-20	1260-3/4 371 (400-3/4)			1260-1 1/4 371 (400-1 1/4)																					
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1 1/2 451 (500-1 1/2)	1440-2 551 (600-2)																					

# RNAV (GPS) RWY 2

COLUMBIA RGNL (COU)

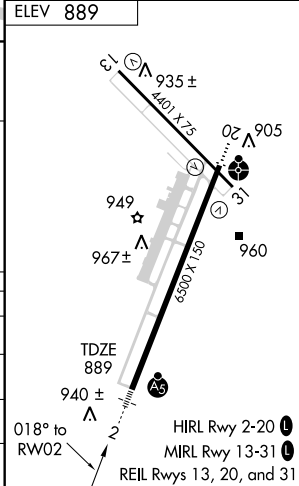
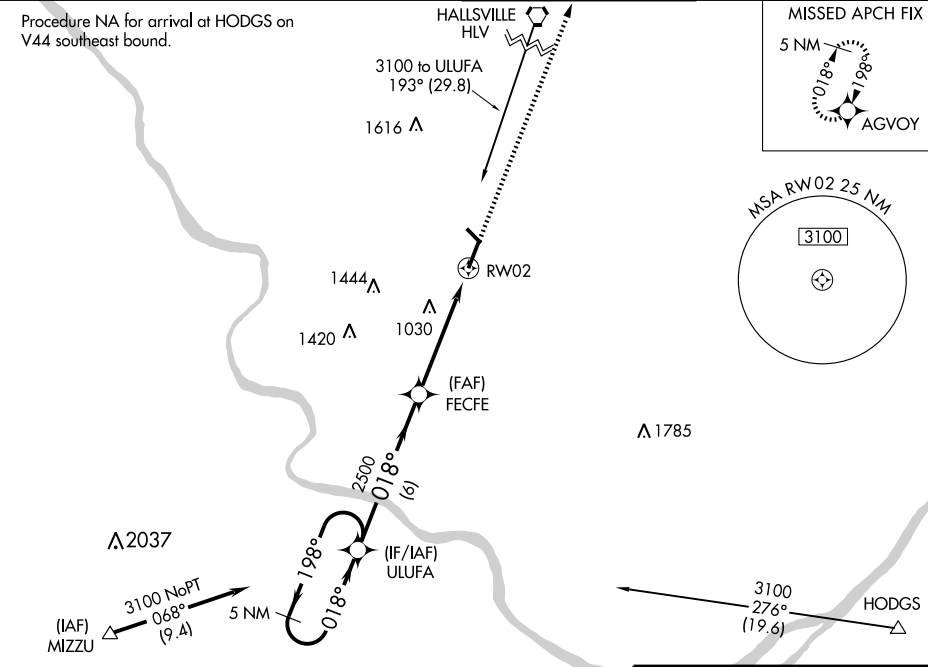
WAAS CH <b>77599</b> <b>W02A</b>	APP CRS <b>018°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>889</b> <b>889</b>
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**▼** DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (3°F).  
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000,  
LNAV/VNAV Cat D visibility to RVR 5000, and LNAV Cat D visibility  
to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3000 direct  
AGVOY and hold.

ATIS <b>128.45</b>	MIZZU APP CON <b>124.375 353.7</b>	COLUMBIA TOWER ★ <b>119.3</b> (CTAF) <b>0 363.25</b>	GND CON <b>121.6</b>
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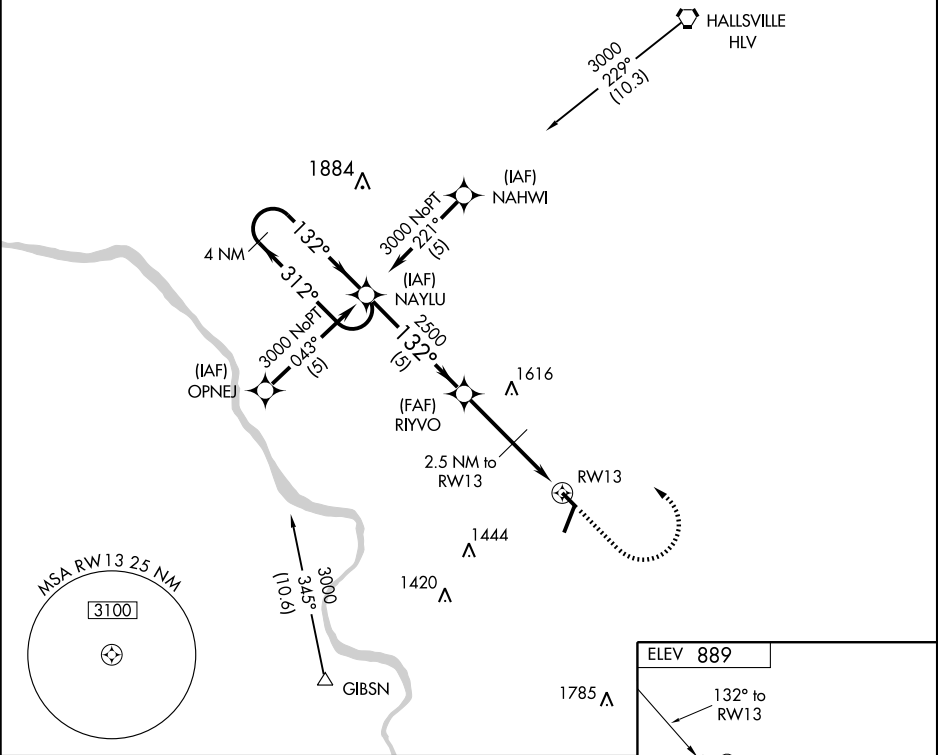
# RNAV (GPS) RWY 13

COLUMBIA RGNL (COU)

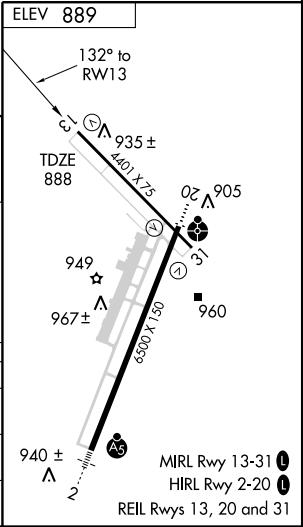
APP CRS	Rwy Idg	4401
132°	TDZE	888
	Apt Elev	889

GPS or RNP- 0.3 required.	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct NAYLU WP and hold.
NA	DME/DME RNP- 0.3 NA.

ATIS 128.45	MIZZU APP CON 124.375 353.7	COLUMBIA TOWER ★ 119.3 (CTAF) 0 363.25	GND CON 121.6
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4 NM Holding Pattern				
NAYLU				
3000 ← 312° / 132° →				
VGSI and descent angles not coincident.				
5 NM   2.5 NM   2.5 NM				
CATEGORY	A	B	C	D
LNAV/ VNAV	NA			
LNAV MDA	1200-1 312 (400-1)			
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)



DME/DME RNP- 0.3 NA.  
Baro-VNAV NA below -16°C (3°F).  
Inoperative table does not apply to LPV.

ODALS

MISSED APPROACH: Climb to 3000 direct ULUFA and hold.

ATIS  
**128.45**

MIZZU APP CON  
**124.375 353.7**

COLUMBIA TOWER ★  
**119.3 (CTAF) 0 363.25**

GND CON  
**121.6**

Procedure NA for arrival at STITH on V12 eastbound.

3000		ULUFA		AGVOY		Procedure	
*LNAV only		*0.9 NM to RW20		FEZFY		Turn NA	
				RW20		3000	
0.9		4 NM		6 NM		GS 3.00° TCH 39	
CATEGORY	A		B		C		D
LPV DA	1139-1		250 (300-1)				
LNAV/VNAV DA	1185- $\frac{3}{4}$		296 (300- $\frac{3}{4}$ )		1185-1		296 (300-1)
LNAV MDA	1220- $\frac{3}{4}$		331 (400- $\frac{3}{4}$ )		1220-1		331 (400-1)
CIRCLING	1280-1		1340-1		1340-1½		1440-2
	391 (400-1)		451 (500-1)		451 (500-1½)		551 (600-2)

ELEV 889

198° to RW20

935±

4401 X-75

905

949

967±

940±

960

TDZE 889

6500 X-130

MIRL Rwy 13-31

HIRL Rwy 2-20

REIL Rws 13, 20, and 31

NC-3. 22 OCT 2009 to 19 NOV 2009



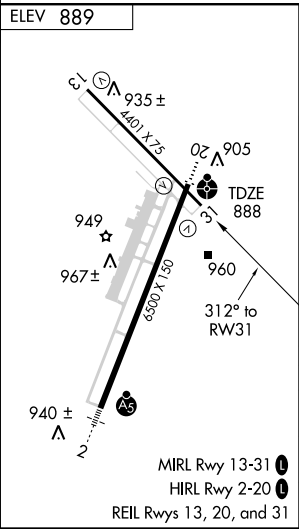
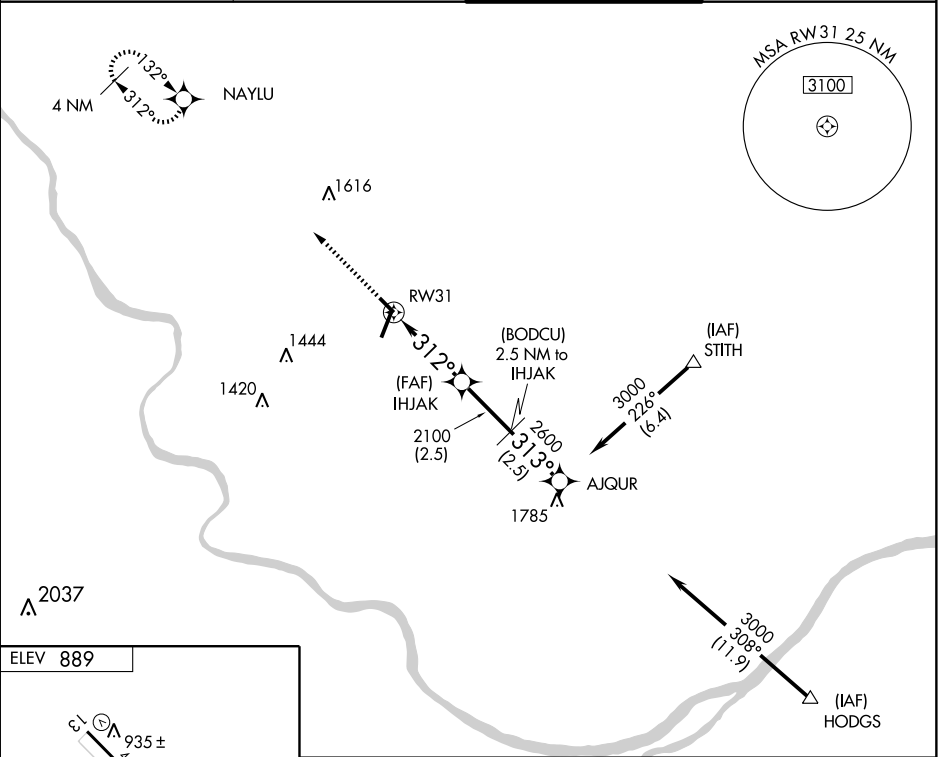
APP CRS 312°	Rwy Idg TDZE Apt Elev	4401 888 889
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# RNAV (GPS) RWY 31

COLUMBIA RGNL (COU)

NA	GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climb to 3000 direct NAYLU WP and hold.
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ATIS 128.45	MIZZU APP CON 124.375 353.7	COLUMBIA TOWER ★ 119.3 (CTAF) 0 363.25	GND CON 121.6
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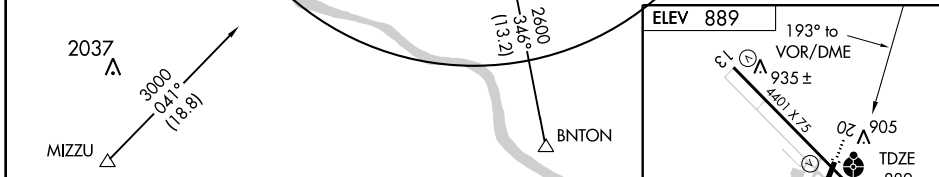
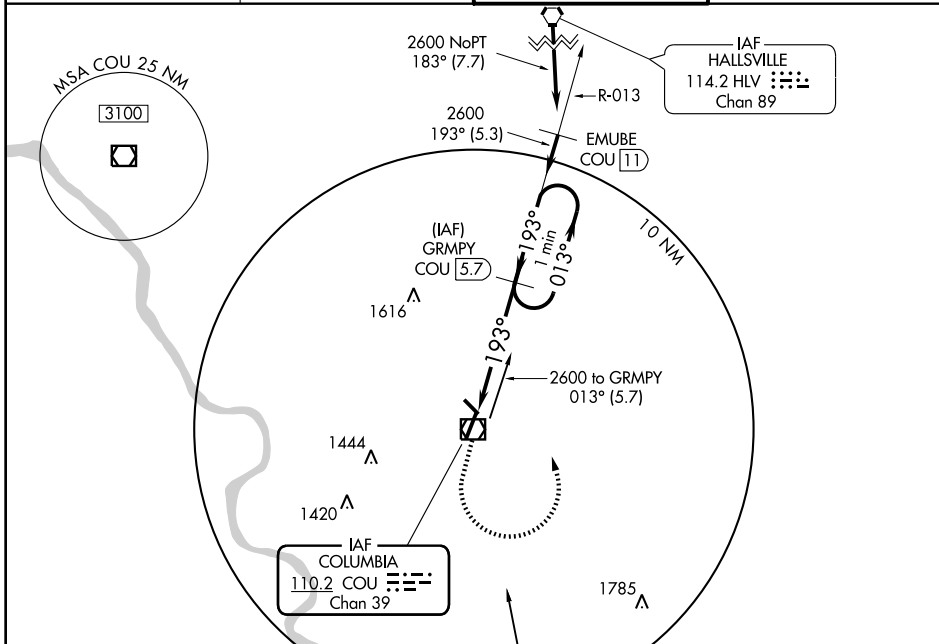
3000	NAYLU	(BODCU) 2.5 NM to IHJAK	AJQUR	3000
RW31	IHJAK	2100	2600	313°
3.5 NM	2.5 NM	2.5 NM	2.5 NM	Procedure Turn NA
CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	1220-1 332 (400-1)			
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

VOR/DME COU <b>110.2</b> Chan <b>39</b>	APP CRS <b>193°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>889</b> <b>889</b>
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# VOR/DME RWY 20

COLUMBIA RGNL (COU)

		ODALS 	MISSED APPROACH: Climb to 1400 then climbing left turn to 2400 via COU VOR/DME R-013 to GRMPY/5.7 DME and hold.
ATIS <b>128.45</b>	MIZZU APP CON <b>124.375 353.7</b>	COLUMBIA TOWER ★ <b>119.3 (CTAF) 0 363.25</b>	GND CON <b>121.6</b>



1400  
↑

2400  
COU R-013

GRMPY COU 5.7

One Minute Holding Pattern

COU 1.7

COU 0.7

193°

013° →  
← 193°

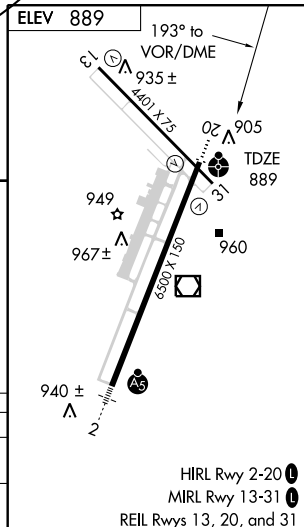
2600

3.14°  
TCH 39

1 NM

4 NM

CATEGORY	A	B	C	D
S-20	1260- $\frac{3}{4}$ 371 (400- $\frac{3}{4}$ )			1260-1 $\frac{1}{4}$ 371 (400-1 $\frac{1}{4}$ )
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1 $\frac{1}{2}$ 451 (500-1 $\frac{1}{2}$ )	1440-2 551 (600-2)



HIRL Rwy 2-20

MIRL Rwy 13-31

REIL Rws 13, 20, and 31

▼  
▲

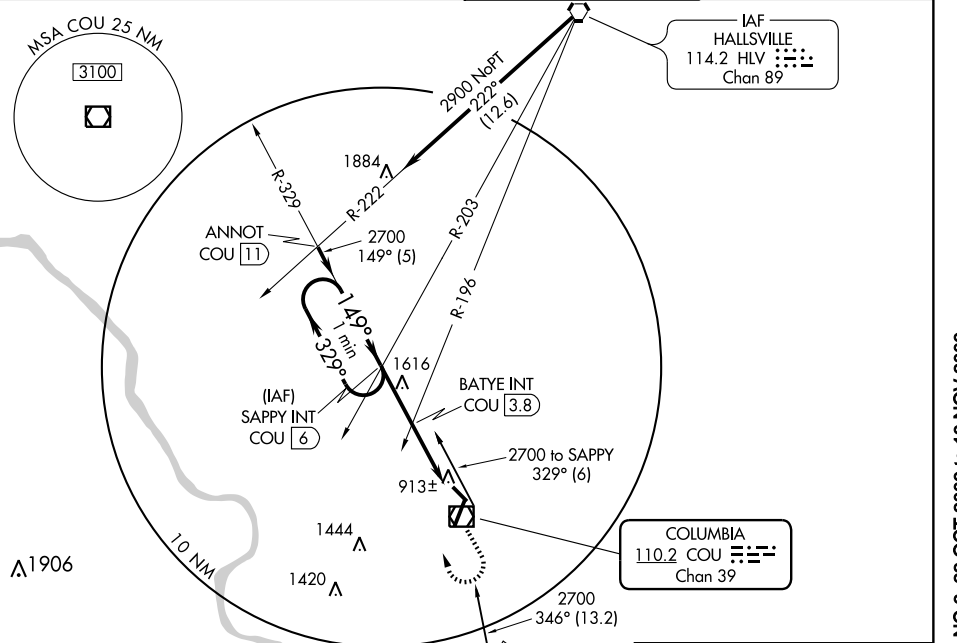
MISSED APPROACH: Climb to 1900 then climbing right turn to 2700 via COU VOR/DME R-329 to SAPPY INT and hold.

ATIS  
128.45

MIZZU APP CON  
124.375 353.7

COLUMBIA TOWER ★  
119.3 (CTAF) 0 363.25

GND CON  
121.6



One Minute Holding Pattern

SAPPY INT COU 6

BATYE INT COU 3.8

1900 2700 SAPPY INT

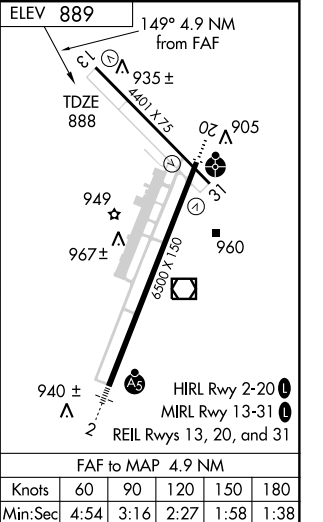
2700 ← 329° 149° →

VGSI and descent angles not coincident

3.40° TCH 44

2.2 NM 1.9 NM 0.8

CATEGORY	A	B	C	D
S-13	1880-1¼ 992 (1000-1¼)	1880-1½ 992 (1000-1½)	1880-3 992 (1000-3)	NA
CIRCLING	1880-1¼ 991 (1000-1¼)	1880-1½ 991 (1000-1½)	1880-3 991 (1000-3)	NA
BATYE FIX MINIMUMS				
S-13	1200-1 312 (400-1)			NA
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	NA



NC-3, 22 OCT 2009 to 19 NOV 2009

Inoperative table does not apply to Cat C.

ODALS

MISSED APPROACH: Climbing left turn to 2800 in COU VOR/DME holding pattern.

ATIS 128.45	MIZZU APP CON 124.375 353.7	COLUMBIA TOWER ★ 119.3(CTAF) 363.25	GND CON 121.6
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MSA COU 25 NM

2600 187° (18.6)

HALLSVILLE 114.2 HLW Chan 89

241° 061°

Λ 1616

1444 Λ

1420 Λ

IAF COLUMBIA 110.2 COU Chan 39

1.0 NM

2037 Λ

3000 041° (18.8)

MIZZU Λ

1785 Λ

2600 346° (113.2)

BNTON Λ

2800 COU 110.2

VOR/DME

016°

COU 2

2600

196°

0.6 1.4 NM

Remain within 10 NM

ELEV 889

196° to VOR/DME

935±

905

949

967±

960

940±

4401 X 75

6500 X 130

TDZE 889

CATEGORY	A	B	C	D
S-20	1360-3/4 471 (500-3/4)		1360-1 1/4 471 (500-1 1/4)	
CIRCLING	1360-1 471 (500-1)		1360-1 1/2 471 (500-1 1/2)	1440-2 551 (600-2)

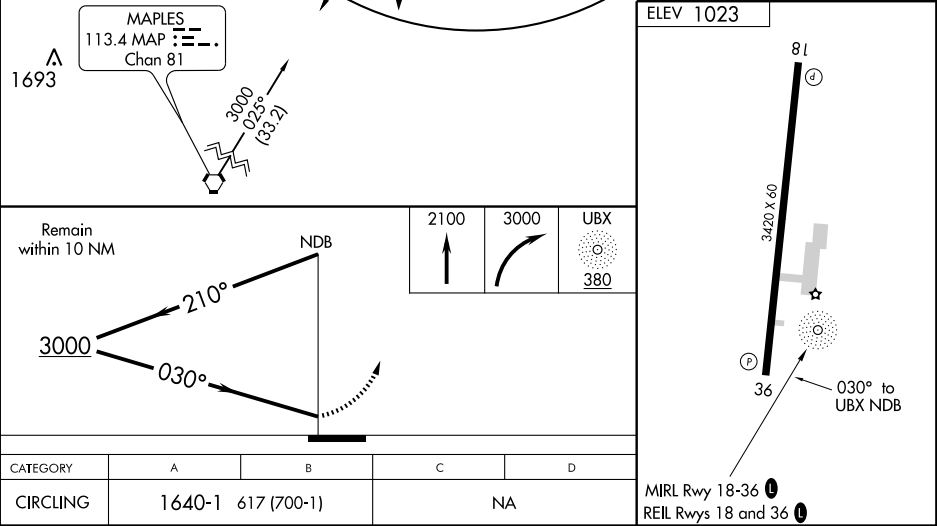
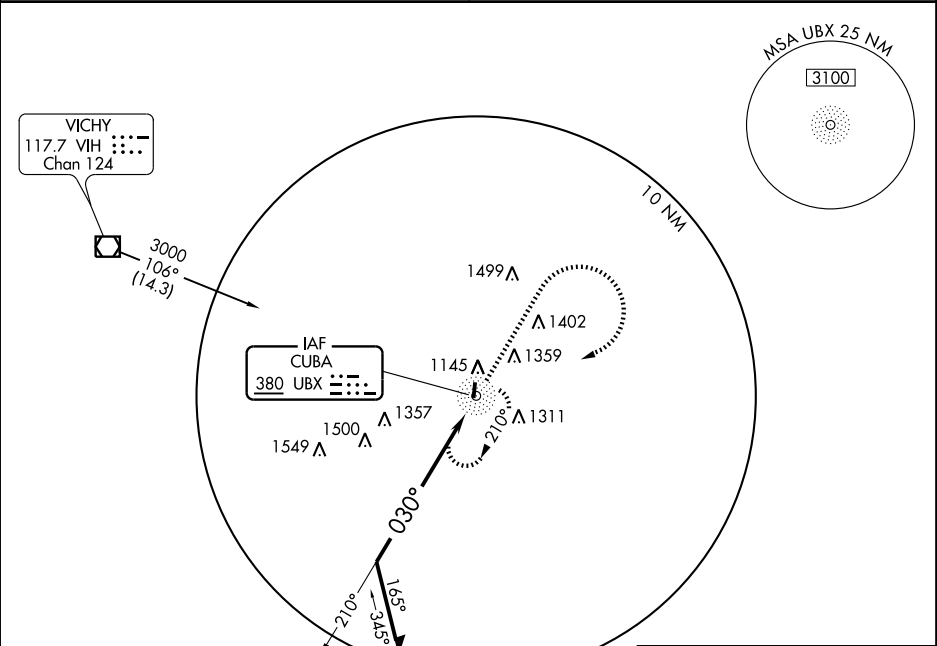
HIRL Rwy 2-20  
MIRL Rwy 13-31  
REIL Rws 13, 20, and 31

NC-3: 22 OCT 2009 to 19 NOV 2009

NDB-A  
CUBA MUNI (UBX)

NDB UBX <b>380</b>	APP CRS <b>030°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>1023</b>
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<div>▼ Use Rolla National altimeter setting.</div> <div>▲ NA</div>	MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct UBX NDB and hold.
KANSAS CITY CENTER <b>128.35 284.67</b>	UNICOM <b>122.8 (CTAF) 0</b>

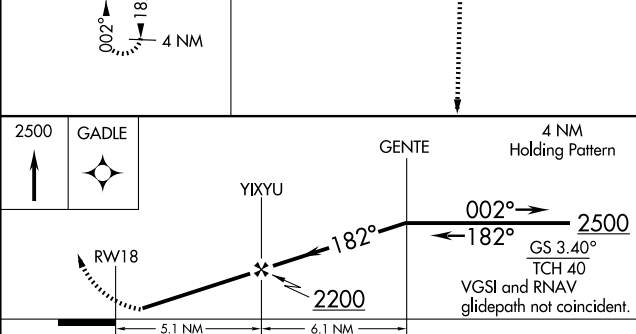
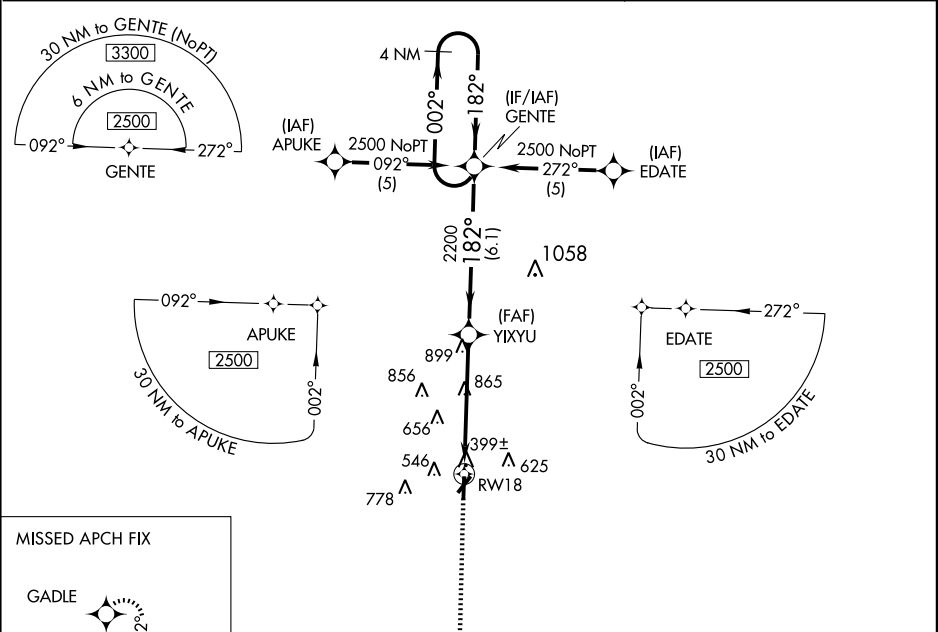


WAAS Ch <b>62808</b> <b>W18A</b>	APP CRS <b>182°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>304</b> <b>304</b>
--	------------------------	-----------------------------	---

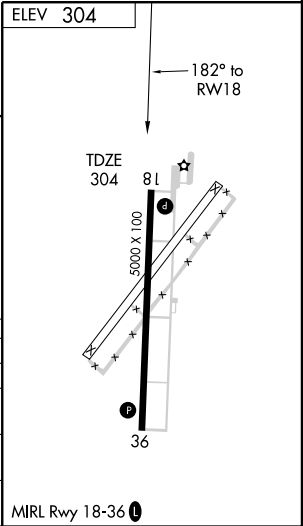
RNAV (GPS) RWY 18  
DEXTER MUNI (DXE)

<p><b>NA</b></p> <p>BARO-VNAV NA. DME/DME RNP: 0.3 NA. Use Poplar Bluff altimeter setting, when not recieved use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities ¼ mile all Cats and increase all MDA 40 feet. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 2500 direct GADLE and hold.</p>
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POPLAR BLUFF ASOS <b>124.225</b>	MEMPHIS CENTER <b>133.65 292.15</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	724-1¼	420 (500-1¼)		NA
LNAV/VNAV DA	854-1¾	550 (600-1¾)		NA
LNAV MDA	1200-1¼	896 (900-1¼)	1200-2¾ 896 (900-2¾)	NA
CIRCLING	1200-1¼	896 (900-1¼)	1200-2¾ 896 (900-2¾)	NA



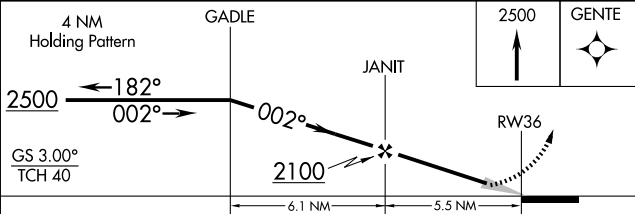
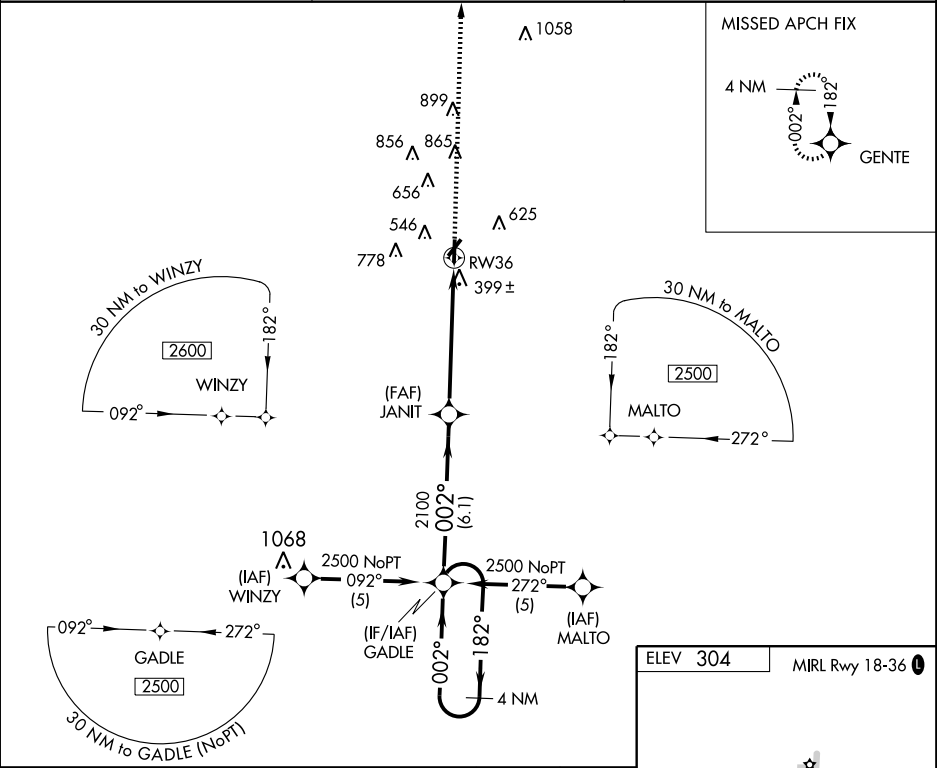
WAAS Ch <b>50507</b> <b>W36A</b>	APP CRS <b>002°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>298</b> <b>304</b>
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RNAV (GPS) RWY 36  
DEXTER MUNI (DXE)

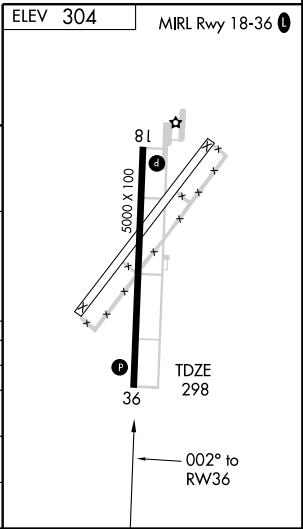
**▼** Baro-VNAV NA. DME/DME RNP- 0.3 NA.  
**▲ NA** Use Poplar Bluff altimeter setting, when not recieved use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities ¼ mile all Cats, increase all MDA 40 feet and LNAV and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2500  
direct GENTE and hold.

POPLAR BLUFF ASOS <b>124.225</b>	MEMPHIS CENTER <b>133.65 292.15</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	595-1 297 (300-1)			
LNAV/VNAV DA	795-1¾ 497 (500-1¾)			
LNAV MDA	880-1 582 (600-1)	880-1½ 582 (600-1½)	880-1¾ 582 (600-1¾)	880-2¾ 582 (600-2¾)
CIRCLING	960-1 656 (700-1)	1040-2 736 (800-2)	1180-2¾ 876 (900-2¾)	1180-2¾ 876 (900-2¾)



VORTAC MAW	APP CRS	Rwy Idg	5000
111.2	351°	TDZE	298
Chan 49		Apt Elev	304

VOR/DME RWY 36  
DEXTER MUNI (DXE)

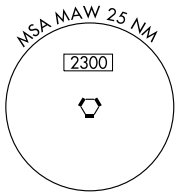
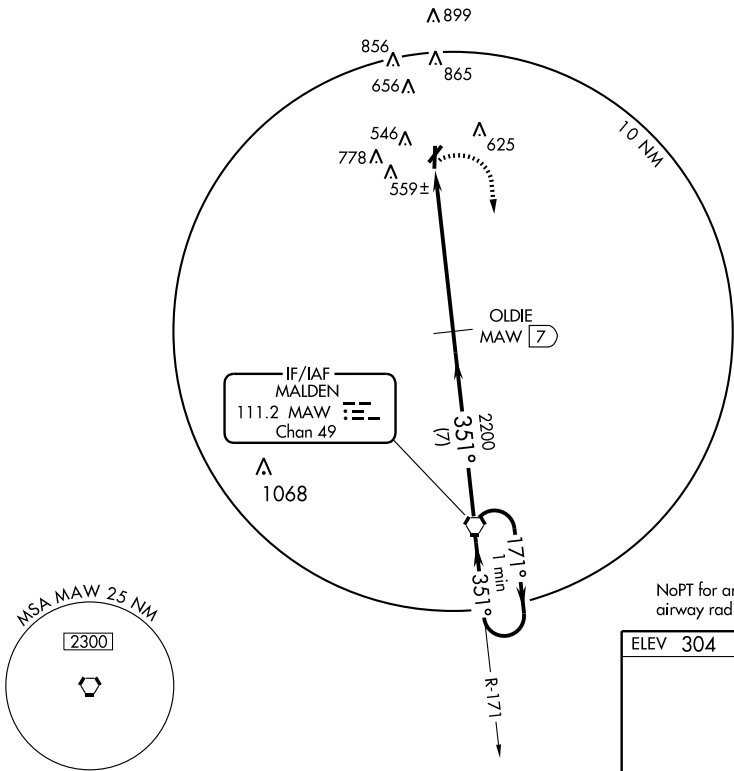
Use Poplar Bluff altimeter setting, when not received, use Cape Girardeau Rgnl altimeter setting and increase all MDA 40 feet and circling Cat C/D visibility ¼ mile.



MISSED APPROACH: Climbing right turn to 2200 direct MAW VORTAC and hold.

POPLAR BLUFF ASOS  
124.225

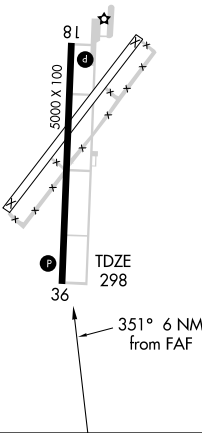
MEMPHIS CENTER  
133.65 292.15

UNICOM  
122.8 (CTAF) 0



<div>2200</div> <div></div>		<div>MAW</div> <div></div> <div>111.2</div>		One Minute Holding Pattern			
		<div>OLDIE</div> <div>MAW <span>7</span></div>		<div>VORTAC</div>			
		<div>NEBAE</div> <div>MAW <span>12.5</span></div>		<div>171° →</div> <div>← 351°</div> <div>2200</div>			
		<div>351°</div> <div>2200</div> <div>≤ 2.99°</div> <div>TCH 40</div>					
<div>0.4</div>		<div>5.5 NM</div>		<div>7 NM</div>			
CATEGORY	A		B	C	D		
S-36	920-1 622 (700-1)		920-1¾ 622 (700-1¾)	920-2 622 (700-2)			
CIRCLING	960-1 656 (700-1)		1040-2 736 (800-2)	1180-2¾ 876 (900-2¾)			

ELEV 304 MRL Rwy 18-36 0





VORTAC ANX <b><u>114.0</u></b> Chan <b>87</b>	APP CRS <b>161°</b>	Rwy Idg <b>2000</b> TDZE <b>998</b> Apt Elev <b>998</b>
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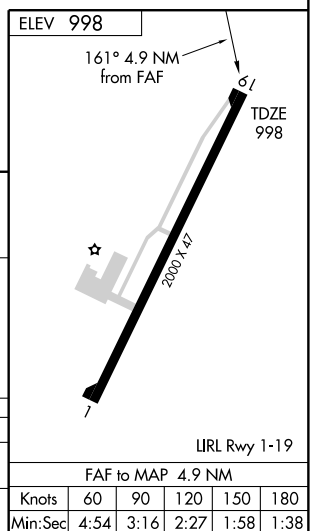
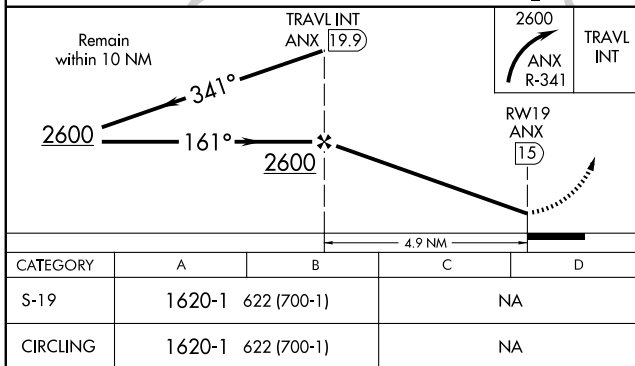
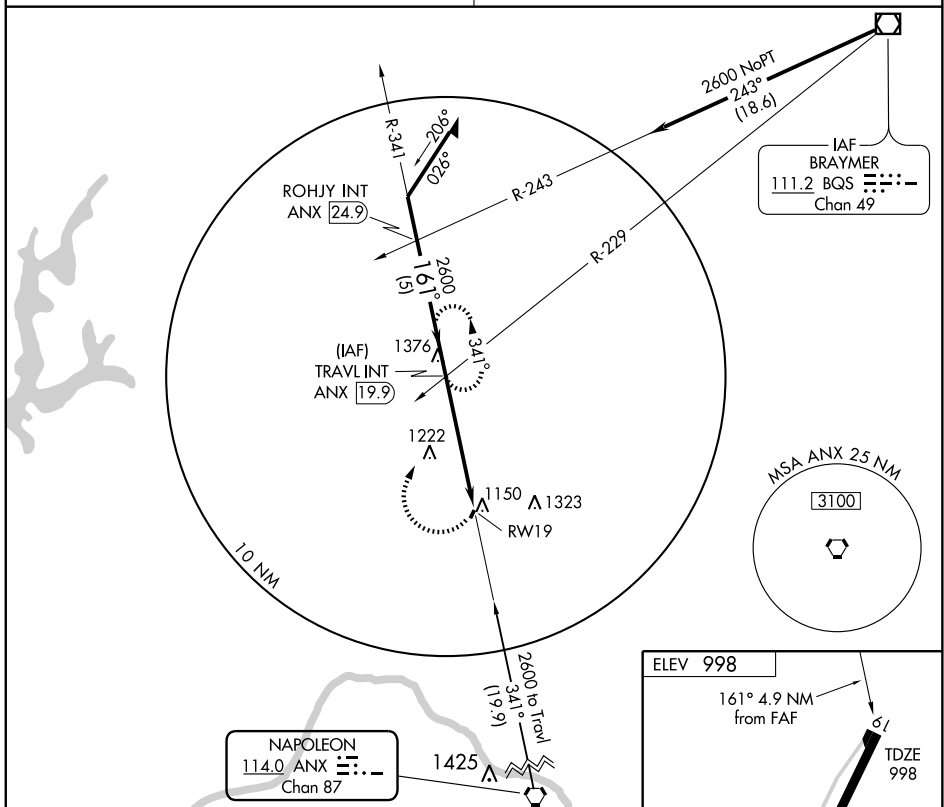
VOR or GPS RWY 19  
EXCELSIOR SPRINGS MEMORIAL (3EX)

**T** Use Charles B. Wheeler Downtown altimeter setting.  
**ANA**

**MISSED APPROACH:** Climbing right turn to 2600 via ANX R-341 to TRAVL INT and hold.

KANSAS CITY APP CON  
118.4 294.7

UNICOM  
**122.7 (CTAF)**



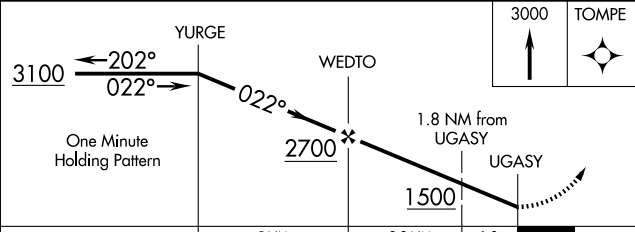
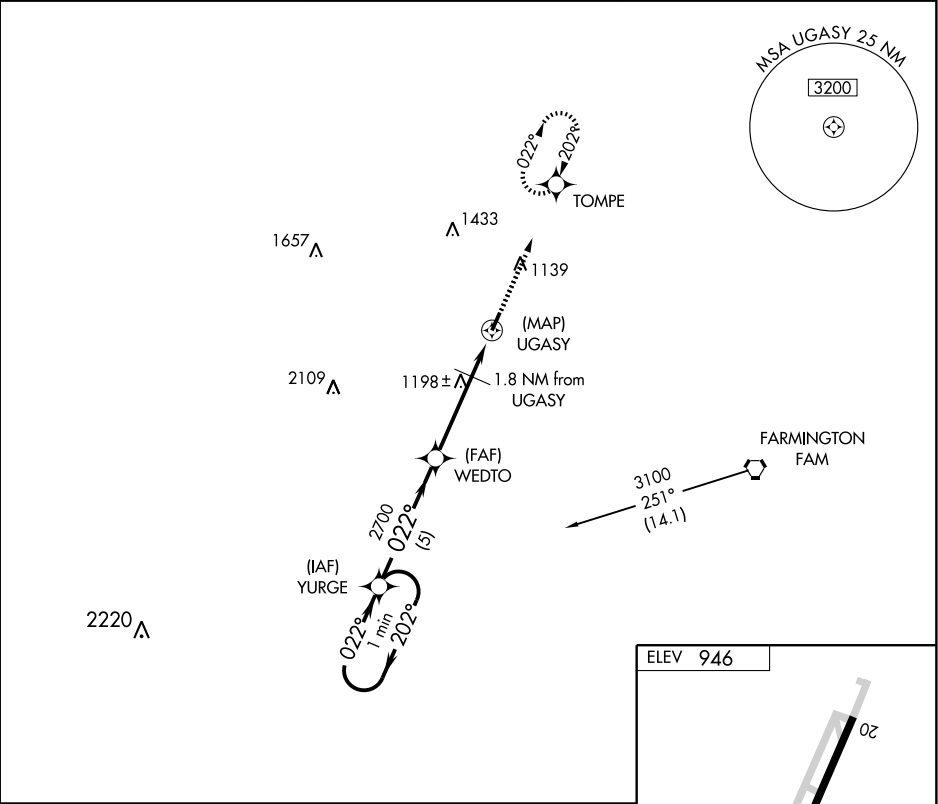
APP CRS	Rwy Idg	3999
022°	TDZE	946
	Apt Elev	946

# GPS RWY 2

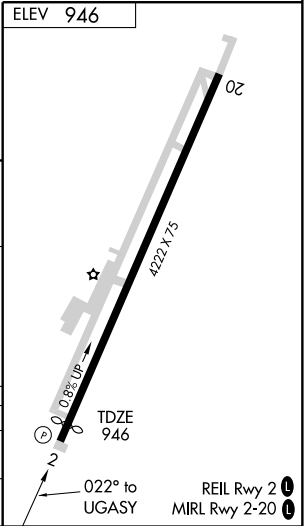
FARMINGTON RGNL (FAM)

<div>▼</div> <div>▲ NA</div>	MISSED APPROACH: Climb to 3000 direct TOMPE WP and hold.
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AWOS-3 119.275	KANSAS CITY CENTER 127.47 291.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-2	1300-1	354 (400-1)	NA	NA
CIRCLING	1440-1	494 (500-1)	NA	NA



NDB PRI  
367

APP CRS  
212°

Rwy Idg	<b>4222</b>
TDZE	<b>946</b>
Apt Elev	<b>946</b>

NDB or GPS RWY 20  
FARMINGTON RGNL (FAM)



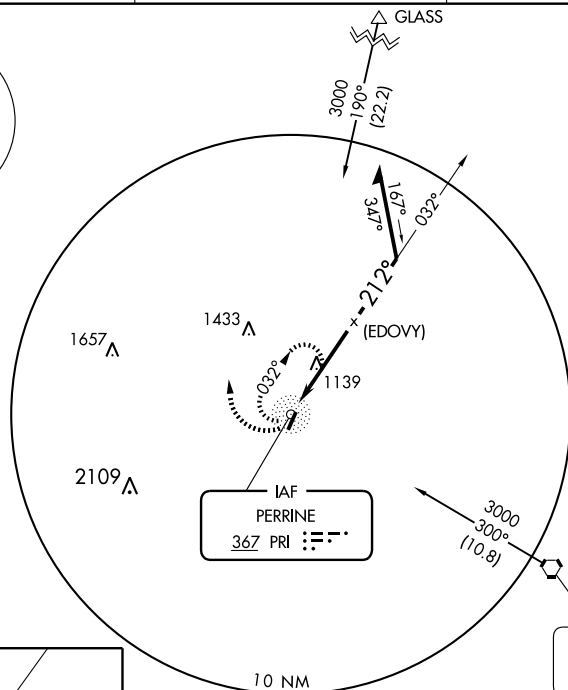
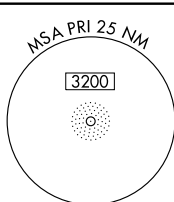
**A** NA

**MISSED APPROACH:** Climbing right turn to 2700 in PRI NDB holding pattern.

AWOS-3  
**119.275**

KANSAS CITY CENTER  
127.47 291.7

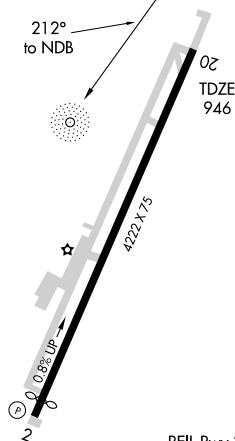
UNICOM  
122.8 (CTAF) **L**



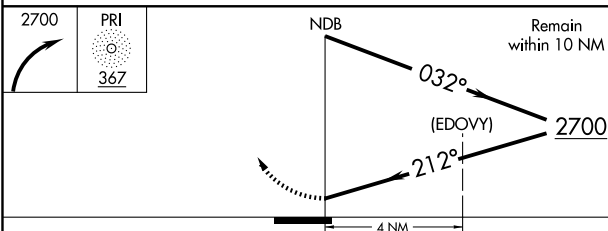
FARMINGTON  
15.7 FAM   
Chan 104

NC-3, 22 OCT 2009 to 19 NOV 2009

ELEV 946



REIL Rwy 2 **L**  
MIRL Rwy 2-20 **L**



CATEGORY	A	B	C	D
S-20	1740-1 794 (800-1)	1740-1¼ 794 (800-1¼)	NA	
CIRCLING	1740-1 794 (800-1)	1740-1¼ 794 (800-1¼)	NA	

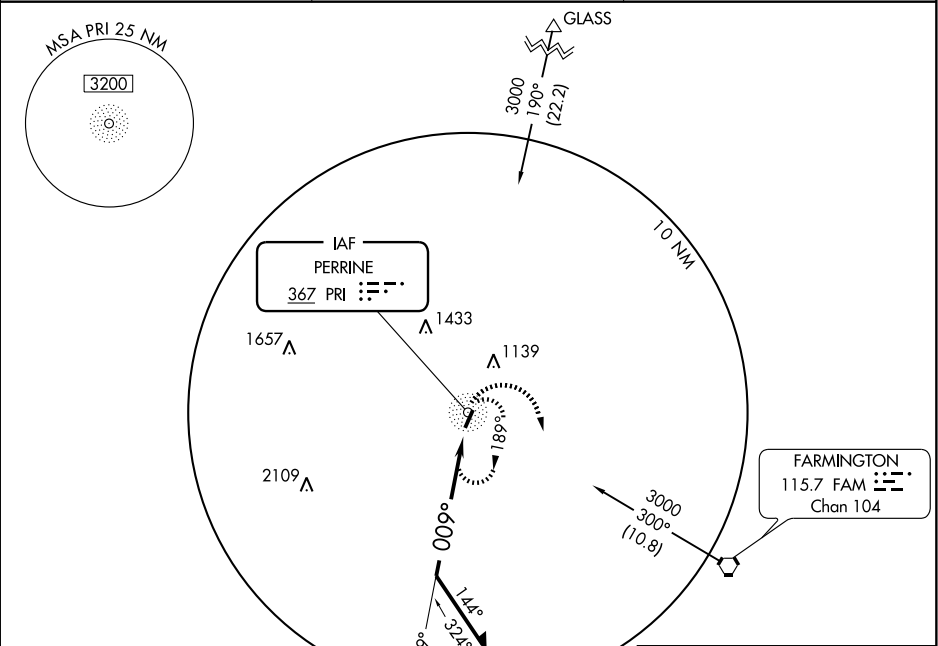
NDB PRI	APP CRS	Rwy Idg	3999
367	009°	TDZE	946
		Apt Elev	946

NDB RWY 2  
FARMINGTON RGNL (FAM)

NA

MISSED APPROACH: Climbing right turn to 2700 in PRI NDB holding pattern.

AWOS-3 119.275	KANSAS CITY CENTER 127.47 291.7	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM

2700

189°

009°

NDB

2700 PRI 367

ELEV 946

009° to PRI NDB

4322 X 75

20

2

0.2% UP

TDZE 946

CATEGORY	A	B	C	D
S-2	2000-1¼ 1054 (1100-1¼)	2000-1½ 1054 (1100-1½)	NA	
CIRCLING	2000-1¼ 1054 (1100-1¼)	2000-1½ 1054 (1100-1½)	NA	

REIL Rwy 2 0  
MIRL Rwy 2-20 0

VORTAC FAM <b>115.7</b> Chan <b>104</b>	APP CRS <b>299°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>946</b>
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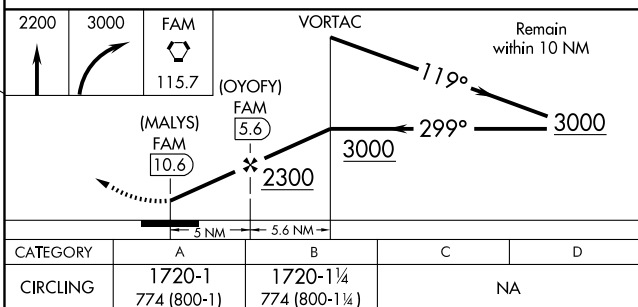
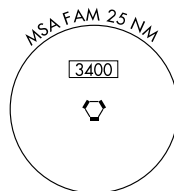
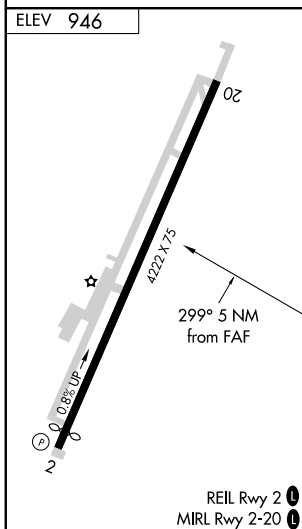
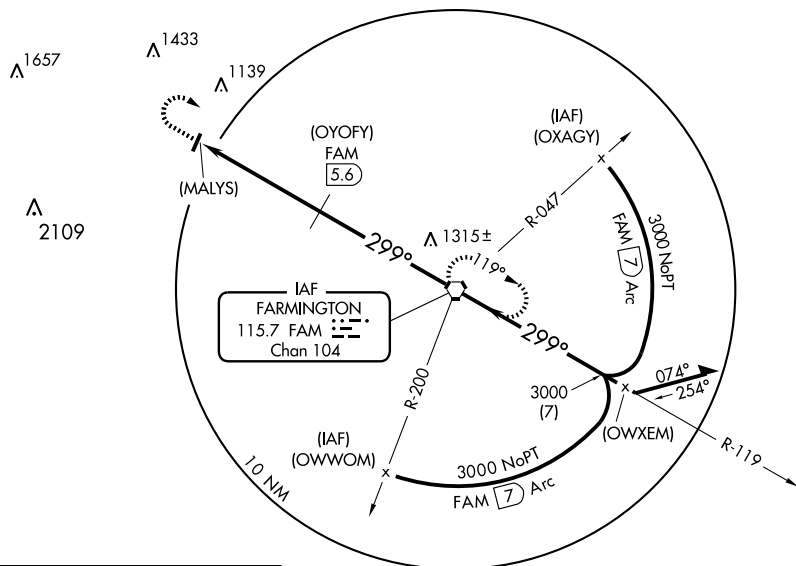
VOR/DME or GPS-A  
FARMINGTON RGNL (FAM)

T	
A	NA

**MISSED APPROACH:** Climb to 2200, then climbing right turn to 3000 direct FAM VORTAC and hold.

AWOS-3  
**119.275**

KANSAS CITY CENTER  
127.47 291.7

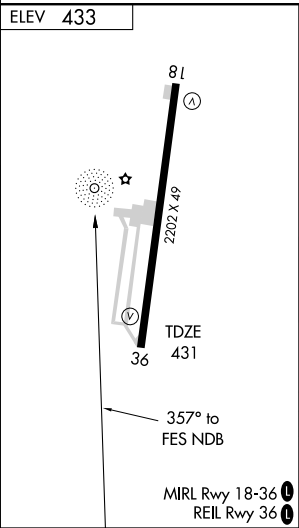
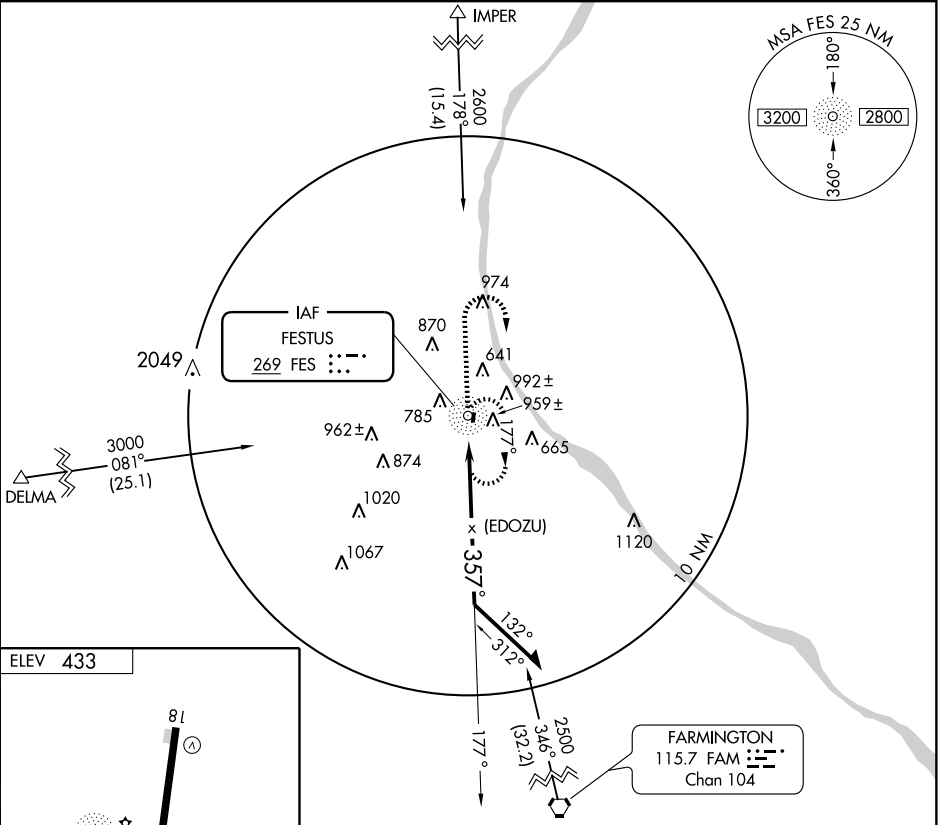
UNICOM  
122.8 (CTAF) **L**



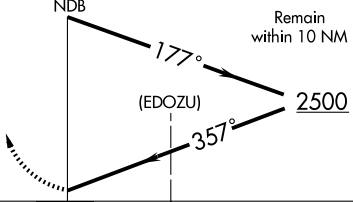
NDB FES <b>269</b>	APP CRS <b>357°</b>	Rwy Idg TDZE Apt Elev	<b>2202</b> <b>431</b> <b>433</b>
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# NDB or GPS RWY 36

FESTUS MEMORIAL (FES)

NA	Use Lambert-St. Louis Intl altimeter setting.	MISSED APPROACH: Climb to 2500 then right turn direct FES NDB and hold.
KANSAS CITY CENTER <b>128.35 284.67</b>		UNICOM <b>122.7 (CTAF)</b>



2500		FES  269				
CATEGORY	A		B	C	D	
S-36	1520-1¼ 1089 (1100-1¼)		1520-1½ 1089 (1100-1½)	NA		
CIRCLING	1520-1¼ 1087 (1100-1¼)		1520-1½ 1087 (1100-1½)	NA		

## AIRPORT DIAGRAM

AL-5093 (FAA)

FT. LEONARD WOOD, MISSOURI

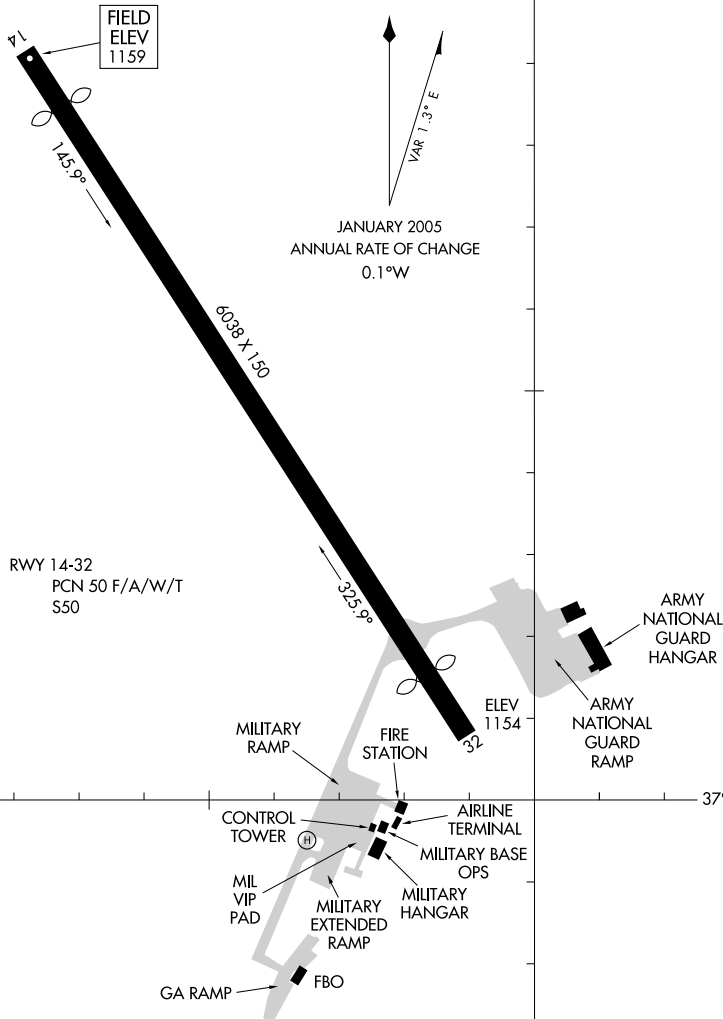
ATIS ★

118.7 229.4

FORNEY TOWER ★

125.4 268.7

37°45'N



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

★ 1273

NC-3, 22 OCT 2009 to 19 NOV 2009

37°44'N

92°09'W

92°08'W

LOC/DME I-TBN	APP CRS	Rwy Idg	5537
110.9	144°	TDZE	1158
Chan 46		Apt Elev	1159

FT. LEONARD WOOD/  
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

ILS or LOC RWY 14

▲

When local altimeter setting not received, use Rolla/Vichy altimeter setting.  
VDP NA when using Rolla/Vichy altimeter setting.  
For inoperative MALSR, increase S-LOC-14 Cat. D visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 via TBN R-324 to PIMEW Int and hold.

ATIS ★	KANSAS CITY CENTER	FORNEY TOWER ★
118.7 229.4	128.35 284.67	125.4 (CTAF) 268.7

ELEV 1159	HIRL Rwy 14-32	REIL Rwy 14 and 32			
TDZE 1158					
144° 5.3 NM from FAF					
1250					
1273					
FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

Remain within 10 NM	GIJOE OM I-TBN 6.3	1700	3000	PIMEW INT
3000	324°	2931	TBN R-324	I-TBN 1.8
3000	144°	3000	I-TBN 1	
GS 3.00°	TCH 49	4.5 NM	0.8	

CATEGORY	A	B	C	D
S-ILS 14	1358-1/2 200 (200-1/2)			
S-LOC 14	1480-1/2 322 (400-1/2)			1480-3/4 322 (400-3/4)
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1 501 (600-1/2)	1720-2 561 (600-2)
ROLLA/VICHY ALTIMETER SETTING MINIMUMS				
S-ILS 14	1427-1/2 269 (300-1/2)			
S-LOC 14	1540-1/2 382 (400-1/2)			1540-3/4 382 (400-3/4)
CIRCLING	1660-1 501 (600-1)		1720-1 561 (600-1/2)	1720-2 561 (600-2)

NC-3, 22 OCT 2009 to 19 NOV 2009



NDB BHN	APP CRS	Rwy Idg	<b>5537</b>
<b>391</b>	<b>143°</b>	TDZE	<b>1158</b>
		Apt Elev	<b>1159</b>

FT. LEONARD WOOD/  
WAYNESVILLE-ST. P.

NDB/DME RWY 14  
BERT RGNL FORNEY FIELD (TBN)

**NA** When Forney control tower closed, use Rolla National altimeter setting.  
 Procedure not authorized when R-4501B or H in use.  
 Simultaneous reception of I-TBN DME and BHN NDB required.  
 Inoperative table does not apply.

MALSR

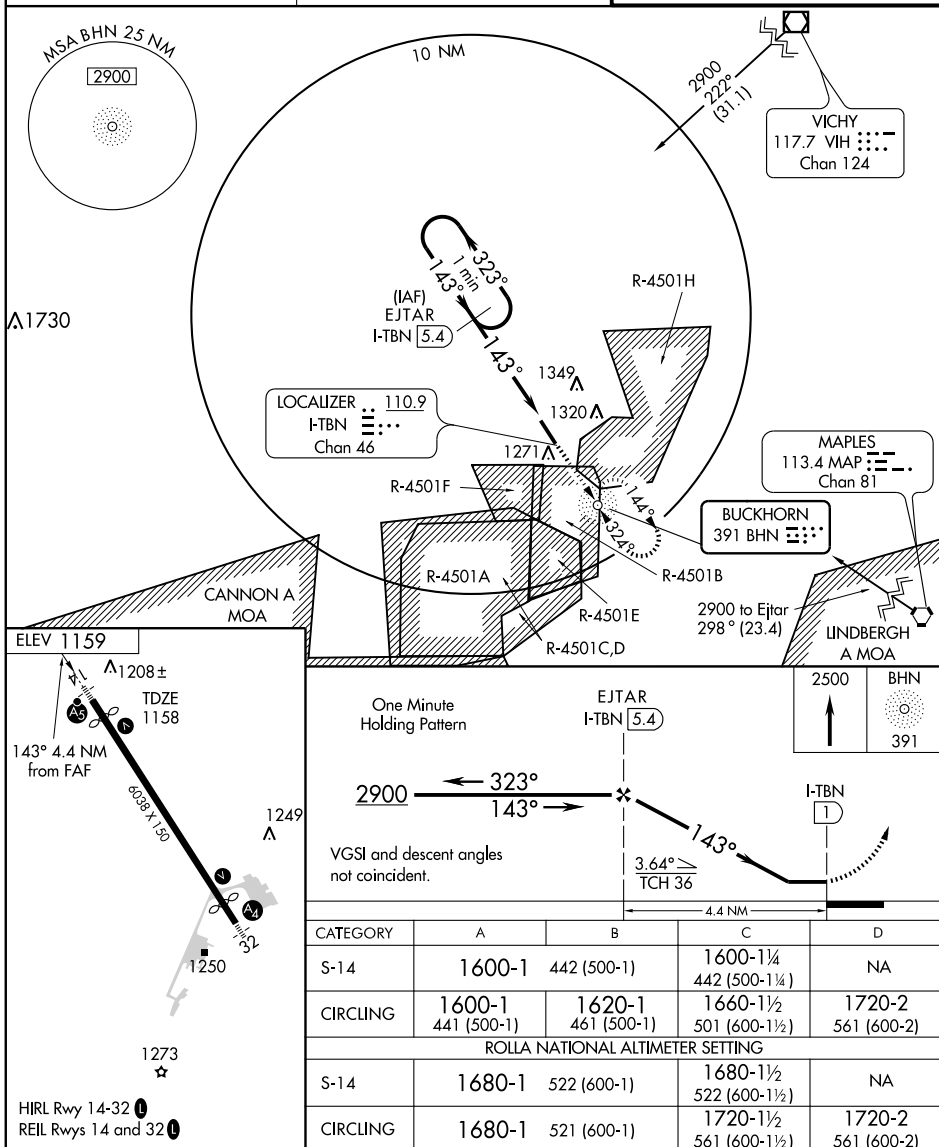


MISSED APPROACH: Climb to 2500  
direct BHN NDB and hold.

ATIS ★  
118.7 229.4

KANSAS CITY CENTER  
128.35 284.67

FORNEY TOWER★  
125.4 (CTAF) **L** 268.7



NDB BHN	APP CRS	Rwy Idg	5512
391	324°	TDZE	1153
		Apt Elev	1159

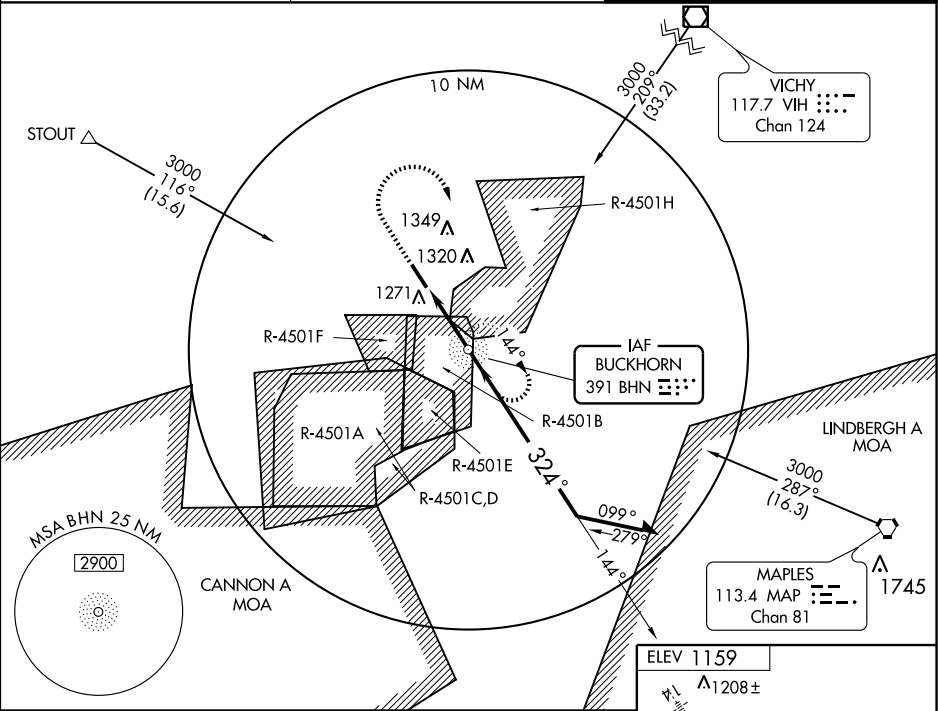
FT. LEONARD WOOD/  
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

**⚠** When control tower closed, use Rolla National altimeter setting.  
Procedure not authorized when R-4501B or R-4501H in use.

**MALS**  
⬇

**MISSED APPROACH:** Climb to 2900 then right turn direct BHN NDB and hold.

ATIS ★ <b>118.7 229.4</b>	KANSAS CITY CENTER <b>128.35 284.67</b>	FORNEY TOWER ★ <b>125.4 (CTAF) 268.7</b>
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2900

↑

BHN

391

NDB

144°

324°

2400

2000

≤ 2.77°

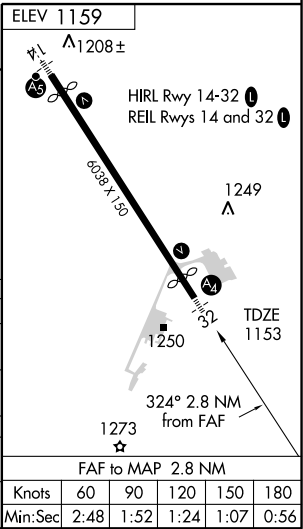
TCH 37

2.8 NM

Remain within 10 NM

Maintain 2900 until procedure turn inbound.

CATEGORY	A	B	C	D
S-32	1580-1 427 (500-1)		1580-1¼ 427 (500-1¼)	1580-1½ 427 (500-1½)
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA NATIONAL ALTIMETER SETTING				
S-32	1660-1 507 (600-1)		1660-1½ 507 (600-1½)	
CIRCLING	1660-1 501 (600-1)		1720-1½ 561 (600-1½)	1720-2 561 (600-2)



WAAS Chan <b>53499</b> W14A	APP CRS <b>144°</b>	Rwy Idg TDZE Apt Elev	<b>5537</b> <b>1158</b> <b>1159</b>
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FT. LEONARD WOOD/  
WAYNESVILLE-ST.ROBERT RGNL FORNEY FIELD (TBN)

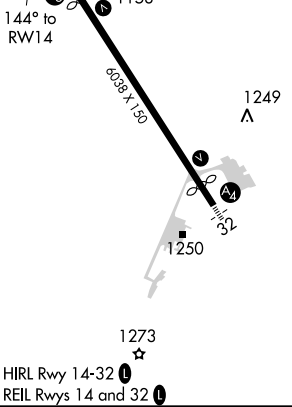
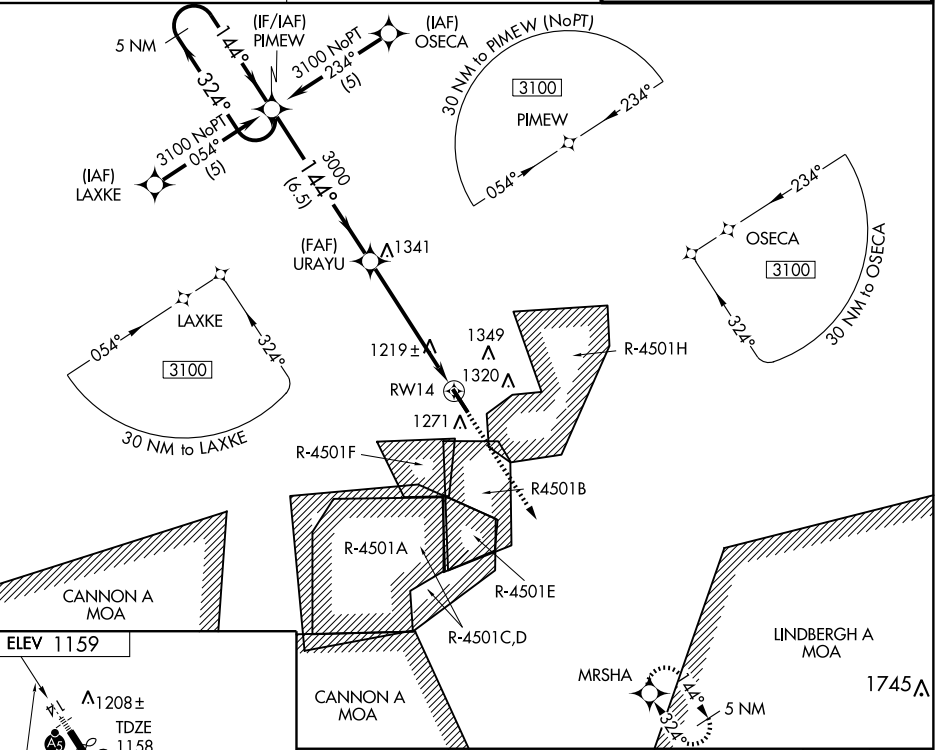
RNAV (GPS) RWY 14

**⚠** DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F). When local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all DAs/MDAs 80' and all visibilities ¼ mile. VDP and Baro-VNAV NA when using Rolla/Vichy altimeter setting. For inoperative MALS, increase LPV visibility to ¾ mile all Cats. Inoperative table does not apply to LNAV Cat. D.

MALS

MISSED APPROACH: Climb to 3100 direct MRSMA and hold.

ATIS ★ <b>118.7 229.4</b>	KANSAS CITY CENTER <b>128.35 284.67</b>	FORNEY TOWER ★ <b>125.4 (CTAF) 0 268.7</b>
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5 NM Holding Pattern				
PIMEW				
3100 ← 324° → 144°				
GS 3.00° TCH 49				
URAYU				
* 0.9 NM to RW14 * LNAV only				
3000				
6.5 NM 4.6 NM 0.9				
CATEGORY	A	B	C	D
LPV DA	1408-½ 250 (300-½)			
LNAV/VNAV DA	1486-¾ 328 (400-¾)			
LNAV MDA	1480-½ 322 (400-½)			1480-1 322 (400-1)
CIRCLING	1580-1¼ 421 (500-1¼)	1620-1¼ 461 (500-1¼)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)


WAAS Chan <b>99499</b> W32A	APP CRS <b>324°</b>	Rwy Idg TDZE Apt Elev <b>5512</b> <b>1153</b> <b>1159</b>
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FT. LEONARD WOOD/  
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

RNAV (GPS) RWY 32

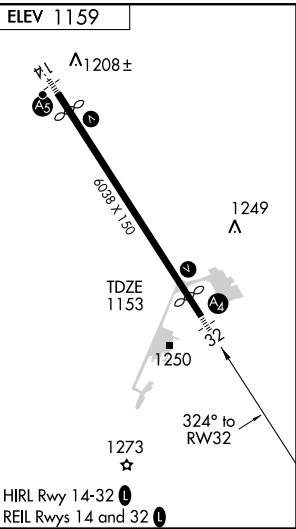
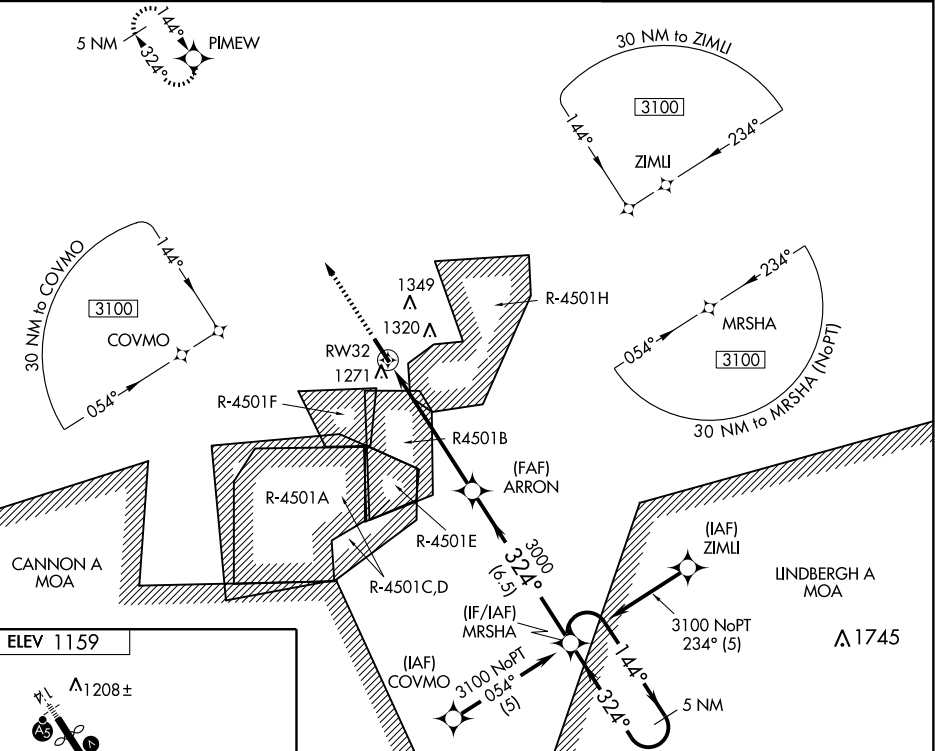
**▲** DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F).  
When local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all DAs/MDAs 80' and all visibilities ¼ mile.  
VDP and Baro-VNAV NA when using Rolla/Vichy altimeter setting.  
Inoperative table does not apply.


**MALS**

**24** 

MISSED APPROACH: Climb to 3100 direct PIMEW and hold.

ATIS★ <b>118.7 229.4</b>	KANSAS CITY CENTER <b>128.35 284.67</b>	FORNEY TOWER★ <b>125.4 (CTAF) 0 268.7</b>
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3100	PIMEW	*LNAV only	MRSHA	5 NM Holding Pattern
↑			ARRON	
		*1.1 NM to RW32		
		RW32		
		1.1	4.5 NM	6.5 NM
CATEGORY	A	B	C	D
LPV DA	1403/50 250 (300-1)			
LNAV/VNAV DA	1541-1½ 388 (400-1½)			
LNAV MDA	1540/50 387 (400-1)			1540/60 387 (400-1½)
CIRCLING	1580-1½ 421 (500-1½)	1620-1½ 461 (500-1½)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)



VOR TBN	APP CRS	Rwy Idg	<b>5512</b>
<b>110.0</b>	<b>326°</b>	TDZE	<b>1153</b>
		Apt Elev	<b>1159</b>

FT. LEONARD WOOD/  
WAYNESVILLE ST. ROBERT RGNL FORNEY FIELD (TBN)

VOR RWY 32

**A** When control tower closed, use Rolla National altimeter setting. Procedure not authorized when R-4501B or R-4501H in use.

MALS

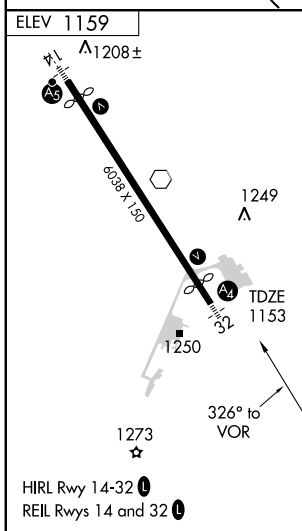
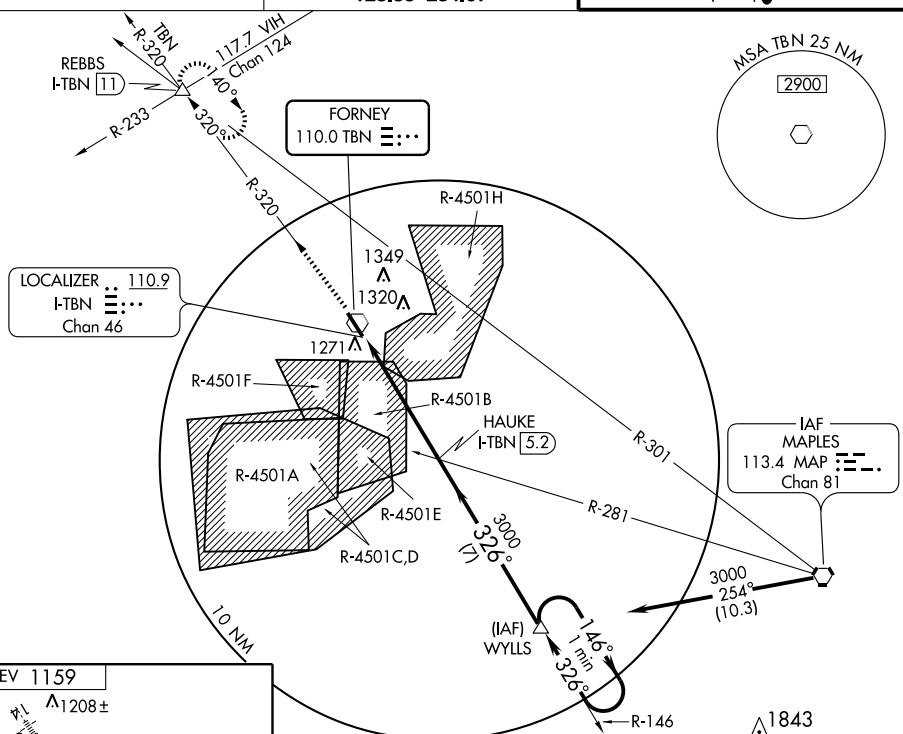


**MISSED APPROACH:** Climb to 3000 via TBN R-320 to REBBS Int and hold.

ATIS★  
118.7 229.4

KANSAS CITY CENTER  
128.35 284.67

FORNEY TOWER ★  
125.4 (CTAF) **L** 268.7



CATEGORY	A	B	C	D
S-32	1580-1	427 (500-1)	1580-1¼ 427 (500-1¼)	1580-1½ 427 (500-1½)
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-½)	1720-2 561 (600-2)
ROLLA NATIONAL ALTIMETER SETTING				
S-32	1640-1	487 (500-1)	1640-1¼ 487 (500-1¼)	1640-1½ 487 (500-1½)
CIRCLING	1660-1	501 (600-1)	1720-1½ 561 (600-½)	1720-2 561 (600-2)

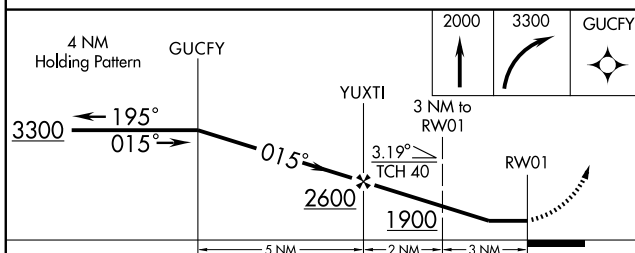
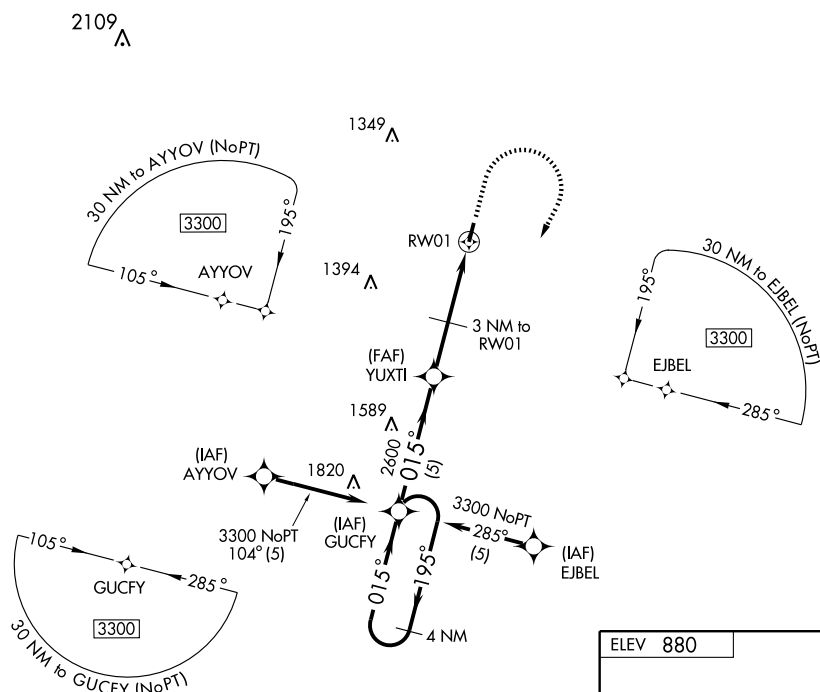
APP CRS	Rwy Idg	4000
015°	TDZE	880
	Apt Elev	880

RNAV (GPS) RWY 1  
FREDERICKTOWN RGNL (H88)

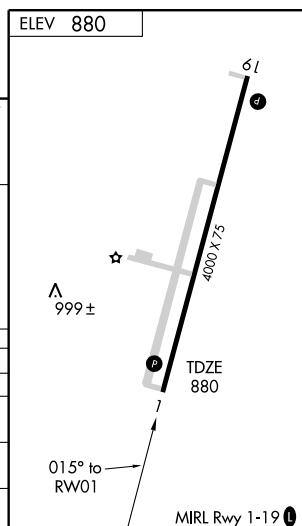
<b>T</b>	Use Farmington Regional altimeter setting.
<b>A NA</b>	GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3300 direct GUCFY WP and hold.

KANSAS CITY CENTER  
127.47 291.7

UNICOM  
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
GLS DA	NA			
LNNAV/ VNAV DA	NA			
LNNAV MDA	1300-1	420 (500-1)	NA	
CIRCLING	1420-1	540 (600-1)	NA	

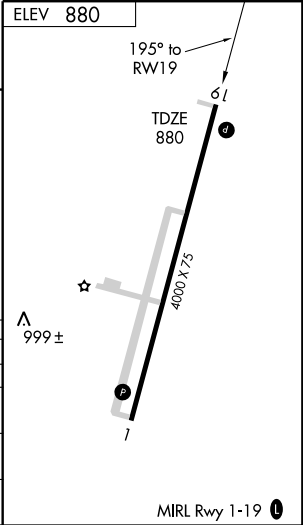
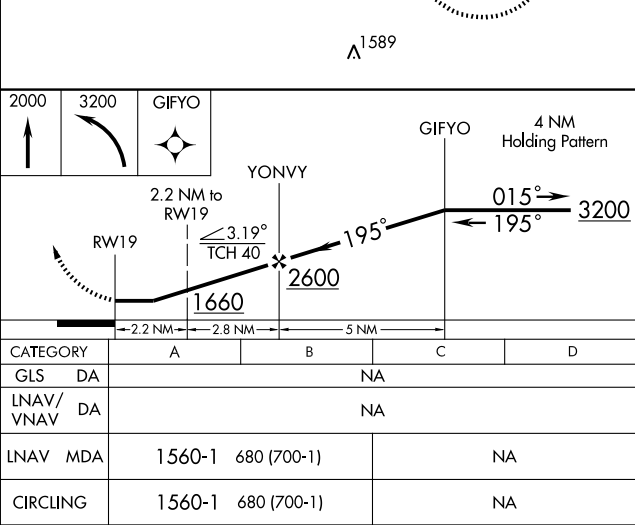
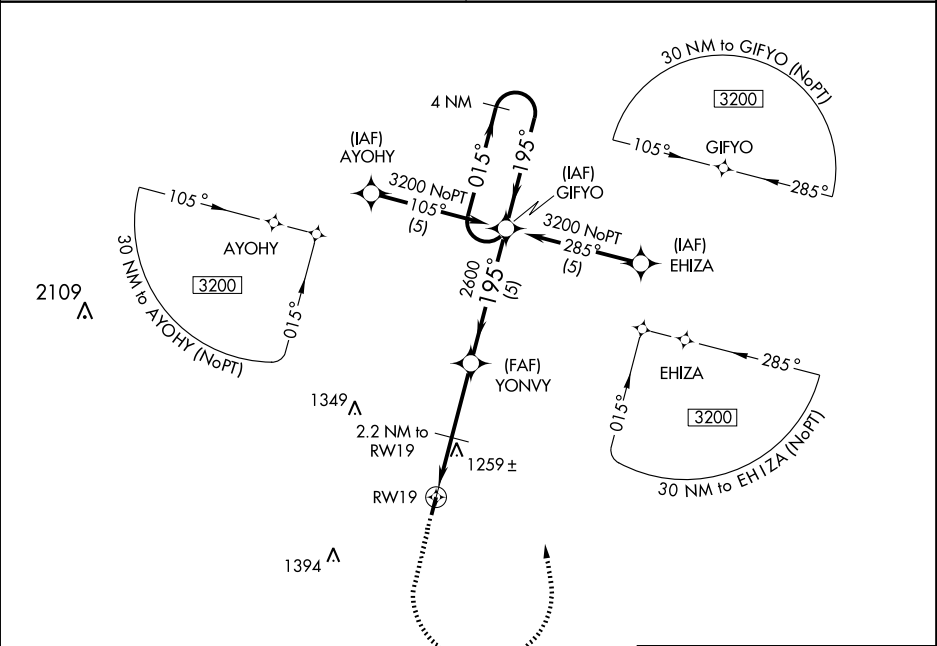


APP CRS	Rwy Idg	4000
195°	TDZE	880
	Apt Elev	880

# RNAV (GPS) RWY 19

FREDERICKTOWN RGNL (H88)

<div><div>▼</div><div>▲ NA</div></div> <div>Use Farmington Regional altimeter setting. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.</div>	MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GIFYO WP and hold.
KANSAS CITY CENTER 127.47 291.7	UNICOM 122.8 (CTAF) 0

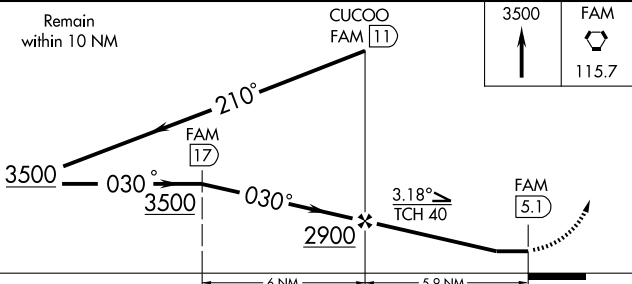
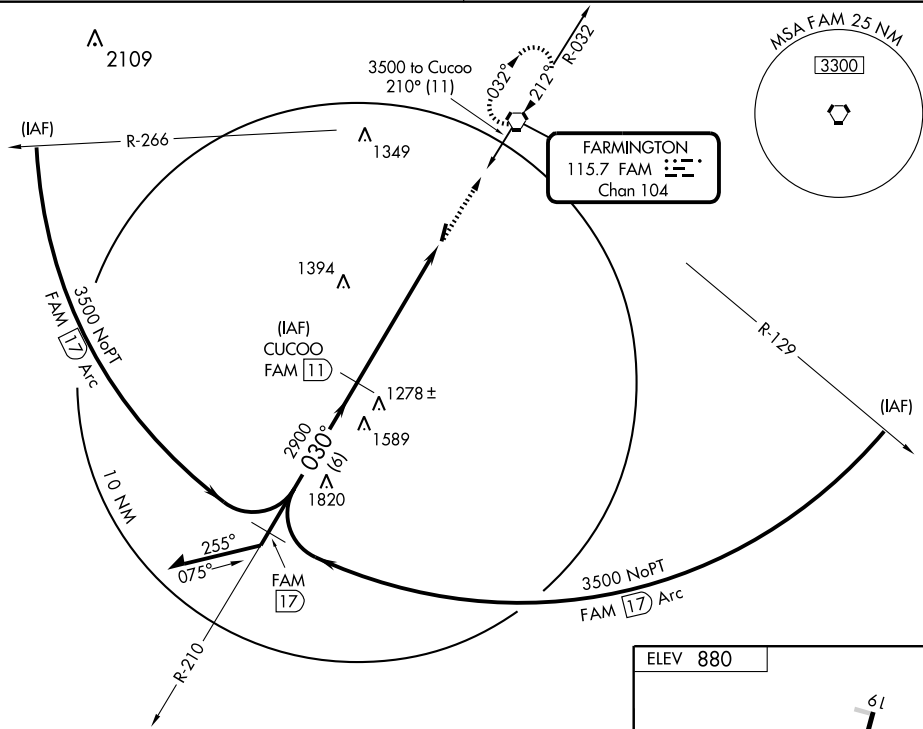




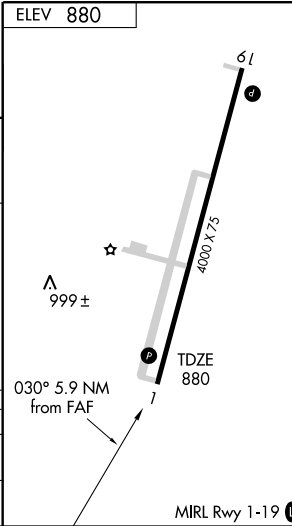
Rwy Idg	4000
TDZE	880
Apt Elev	880

**MISSED APPROACH:** Climb to 3500 direct FAM VORTAC and hold.

UNICOM  
122.8 (CTAF) **L**



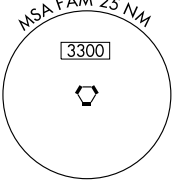
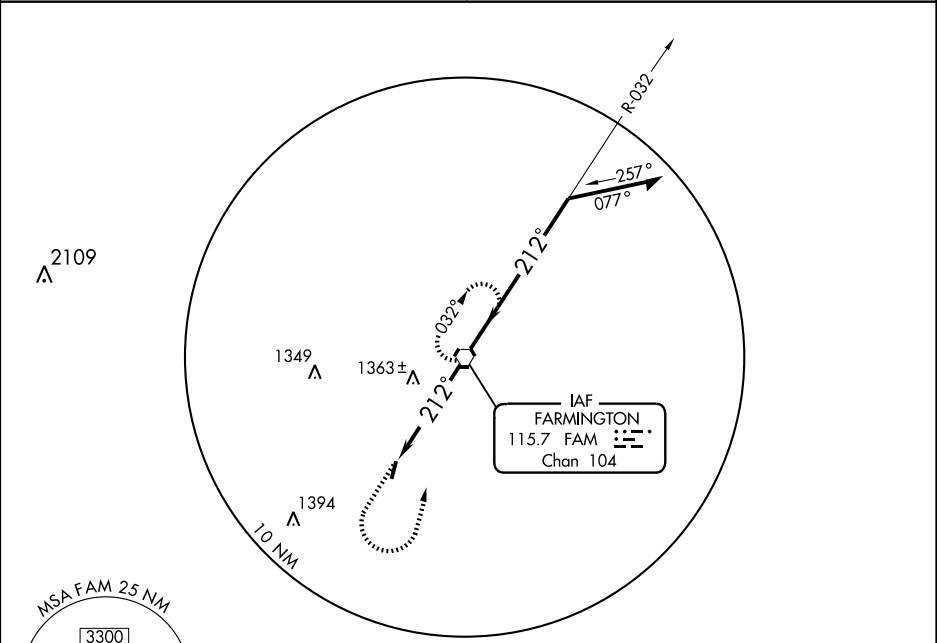
CATEGORY	S.7 NW		S.7 NW	
	A	B	C	D
S-1	1500-1	620 (700-1)	NA	
CIRCLING	1500-1	620 (700-1)	NA	



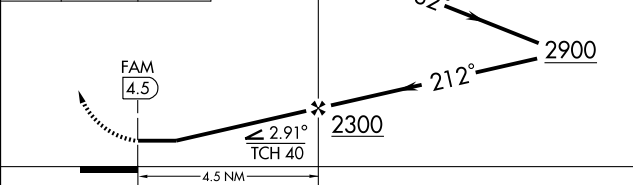
APP CRS	Rwy Idg	4000
212°	TDZE	880
	Apt Elev	880

VOR RWY 19  
FREDERICKTOWN RGNL(H88)

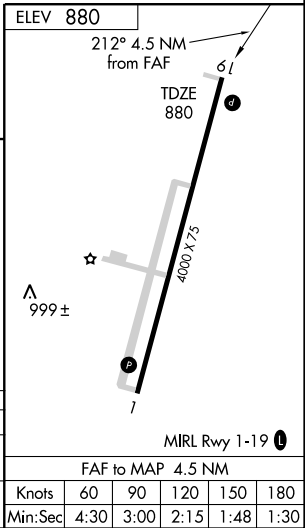
<div><div><div></div><div>NA</div></div><div>Use Farmington Regional altimeter setting.</div></div>	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FAM VORTAC and hold.
KANSAS CITY CENTER 127.47 291.7	UNICOM 122.8 (CTAF) 0



2000	3000	FAM
↑	↷	115.7



CATEGORY	A	B	C	D
S-19	1660-1 780 (800-1)	1660-1¼ 780 (800-1¼)	NA	
CIRCLING	1660-1 780 (800-1)	1660-1¼ 780 (800-1¼)	NA	



▼

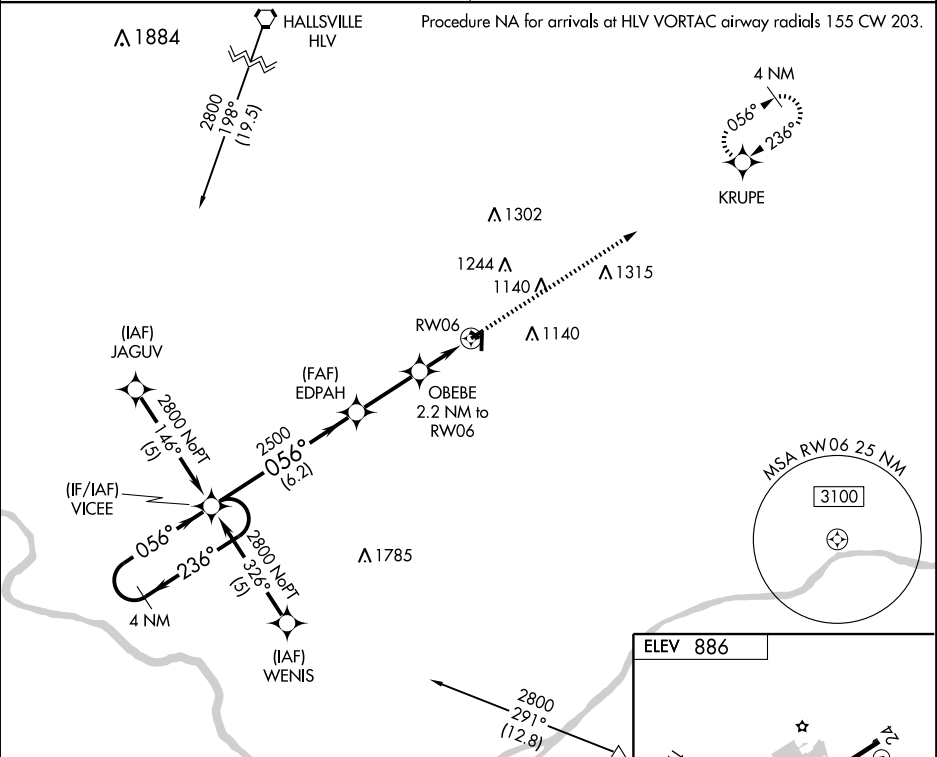
NA

DME/DME RNP -0.3 NA.  
Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2800 direct KRUPE and hold.

MIZZU APP CON  
124.375 353.7

UNICOM  
122.7 (CTAF)



4 NM Holding Pattern		VGSIs and descent angles not coincident		2800	KRUPE
VICEE		EDPAH		OBEBE	RW06
2800		2500		1620	
236°		056°		3.04°	TCH 40
056°		2.2 NM to RW06		2.2 NM to RW06	
6.2 NM		2.7 NM		2.2 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1300-1	419 (500-1)	1300-1¼ 419 (500-1¼)	NA	
CIRCLING	1380-1	494 (500-1)	1380-1½ 494 (500-1½)	NA	

ELEV 886

2464 X 100

3205 X 47

81

4000 X 75

36

999±

TDZE 881

056° to RW06

NC-3: 22 OCT 2009 to 19 NOV 2009



APP CRS	Rwy Idg	3205
236°	TDZE	881
	Apt Elev	886

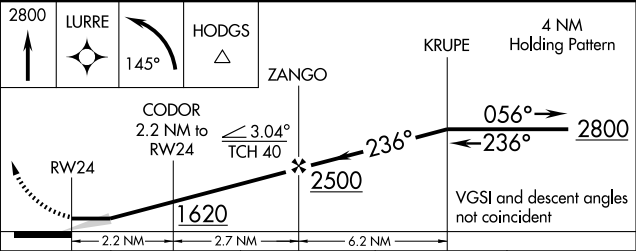
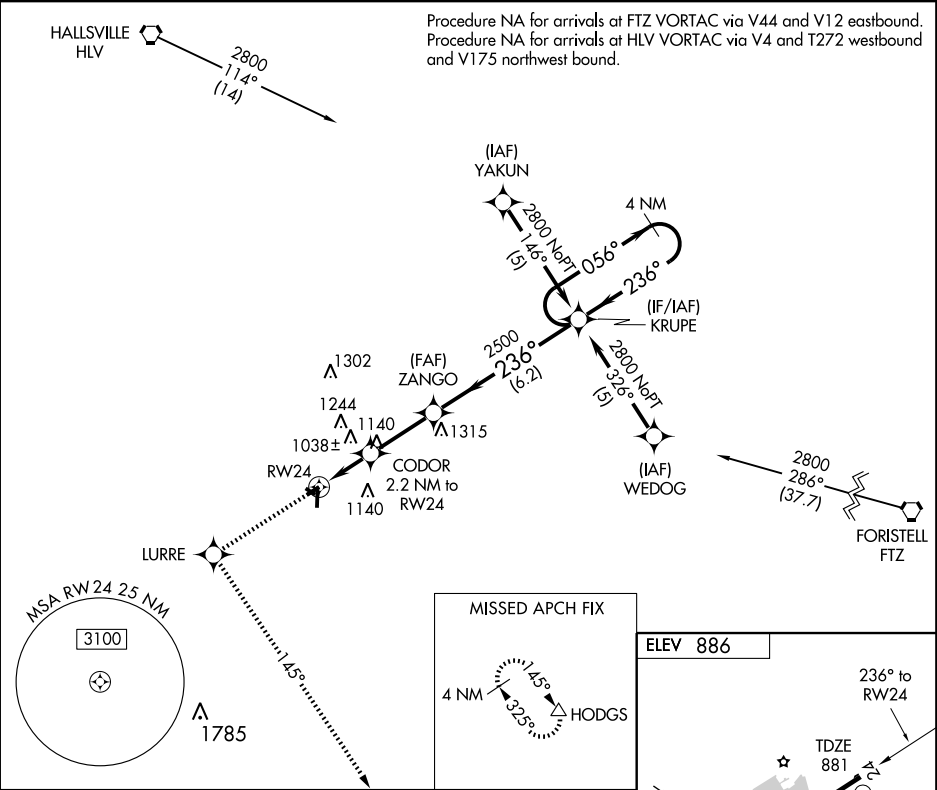
# RNAV (GPS) RWY 24

FULTON/ ELTON HENSLEY MEMORIAL (F'TT)

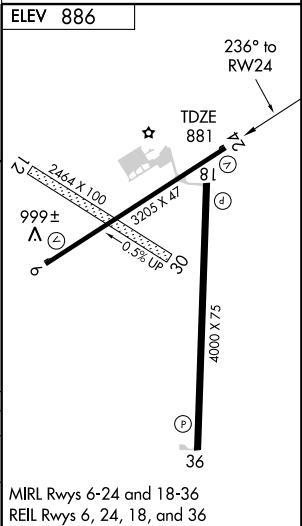
**▼** DME/DME RNP -0.3 NA.  
**▲ NA** Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet, and increase LNAV Cat C visibility ¼ mile.

**MISSED APPROACH:** Climb to 2800 direct LURRE and left turn via 145° track to HODGS and hold.

MIZZU APP CON <b>124.375 353.7</b>	UNICOM <b>122.7 (CTAF)</b>
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CATEGORY	A	B	C	D
LNAV MDA	1320-1	439 (500-1)	1320-1 ¼ 439 (500-1 ¼)	NA
CIRCLING	1380-1	494 (500-1)	1380-1 ½ 494 (500-1 ½)	NA



WAAS CH <b>86811</b> <b>W36A</b>	APP CRS <b>001°</b>	Rwy Idg TDZE <b>881</b> Apt Elev <b>886</b>
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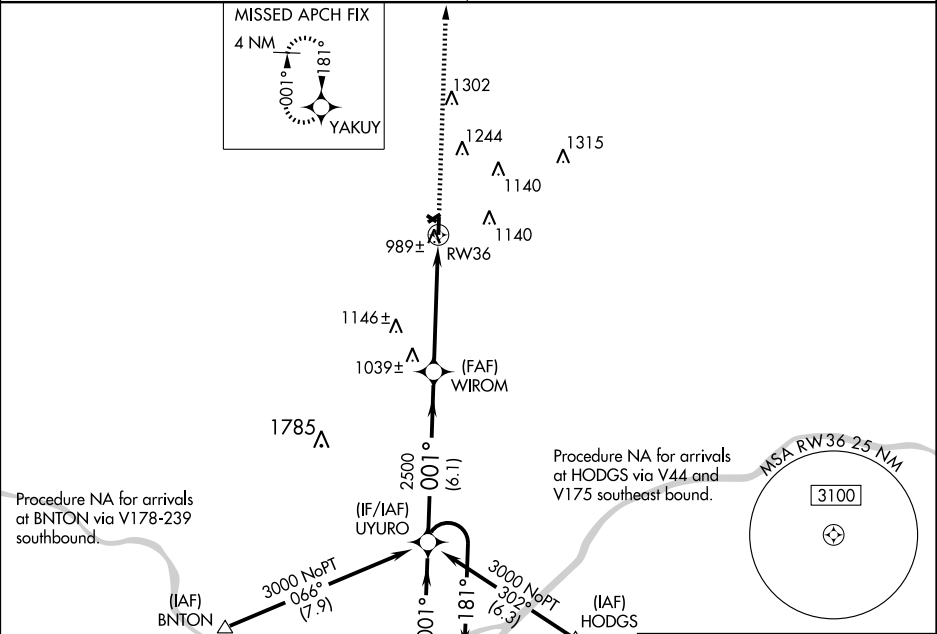
RNAV (GPS) RWY 36

FULTON/ ELTON HENSLEY MEMORIAL (F'TT')

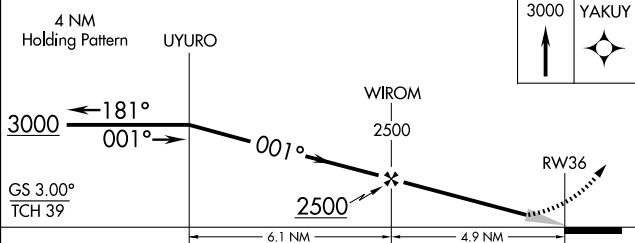
**Baro-VNAV NA.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all DA 62 feet, all MDA 80 feet, increase LPV and LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile.

**MISSED APPROACH:** Climb to 3000 direct YAKUY and hold.

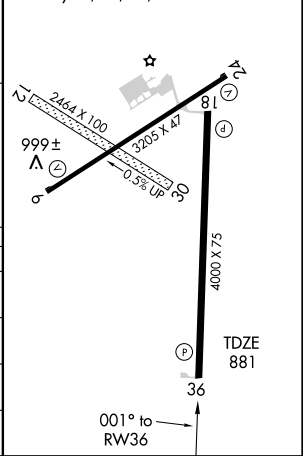
MIZZU APP CON <b>124.375 353.7</b>	UNICOM <b>122.7</b> (CTAF)
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ELEV 886	MIRL Rwy 5-23 and 18-36 REIL Rwy 5, 23, 18, and 36
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CATEGORY	A	B	C	D
LPV DA	1155-1	274 (300-1)		NA
LNAV/VNAV DA	1283-1½	402 (400-1½)		NA
LNAV MDA	1280-1	399 (400-1)		NA
CIRCLING	1380-1	494 (500-1)	1380-1½ 494 (500-1½)	NA



▼

NA

Use Columbia altimeter setting; when not received use Jefferson City altimeter setting and increase all MDA 80 feet, and Circling Cat C visibility ¼ mile.

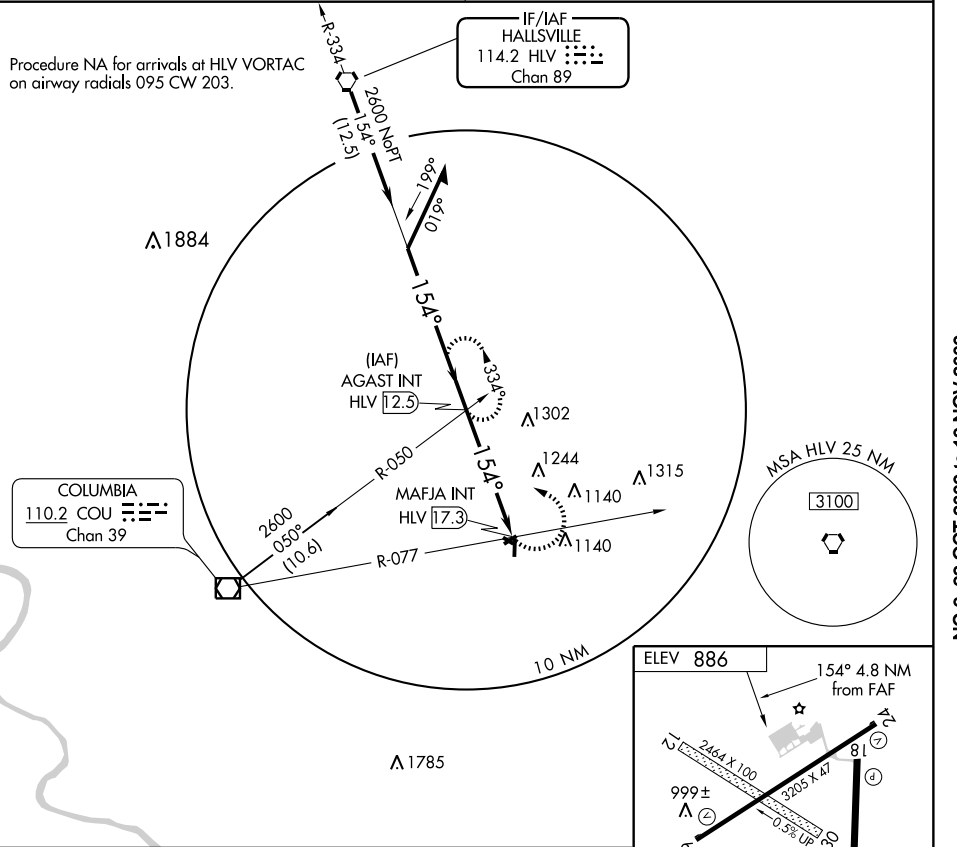
MISSED APPROACH: Climbing left turn to 2600 via HLV VORTAC R-154 to AGAST INT/12.5 DME and hold.

MIZZU APP CON

124.375 353.7

UNICOM

122.7 (CTAF)



VORTAC MAW <b>111.2</b> Chan <b>49</b>	APP CRS <b>175°</b>	Rwy Idg <b>4504</b> TDZE <b>268</b> Apt Elev <b>268</b>
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VOR or GPS RWY 15  
GIDEON MEMORIAL (M85)

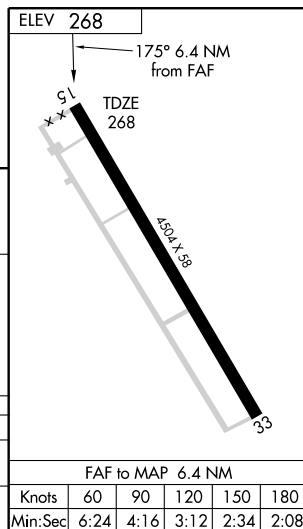
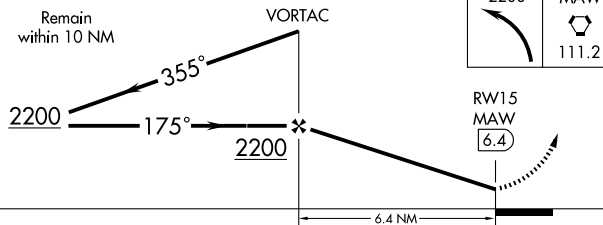
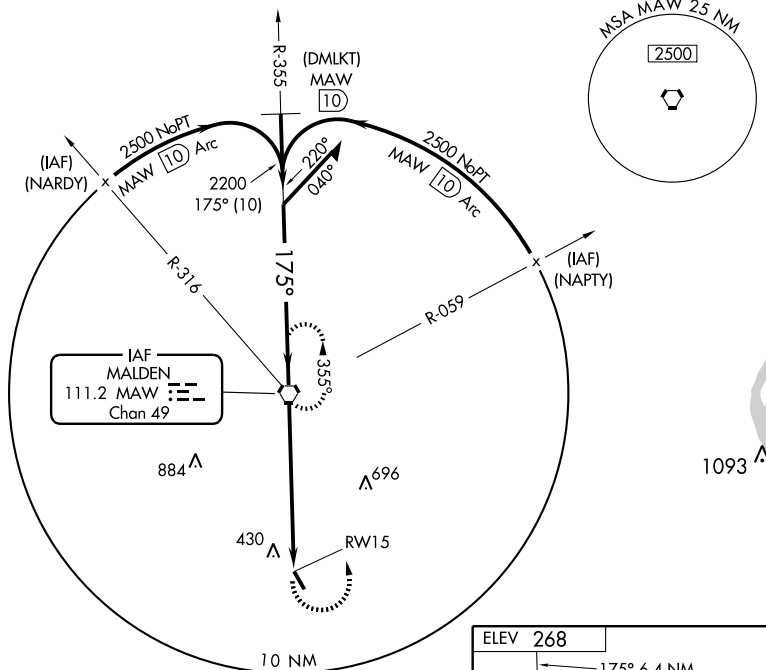
<b>A</b> NA	Procedure not authorized at night. Use Dyersburg, TN altimeter setting.
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**MISSED APPROACH:** Climbing left turn to 2200 direct MAW VORTAC and hold.

DYERSBURG AWOS-3  
**135.625**

MEMPHIS CENTER  
133.65 292.15

CTAF  
**122.9**



CATEGORY	A	B	C	D
S-15	820-1	552 (600-1)	820-1½ 552 (600-1½)	820-1¾ 552 (600-1¾)
CIRCLING	860-1	592 (600-1)	860-1½ 592 (600-1½)	860-2 592 (600-2)



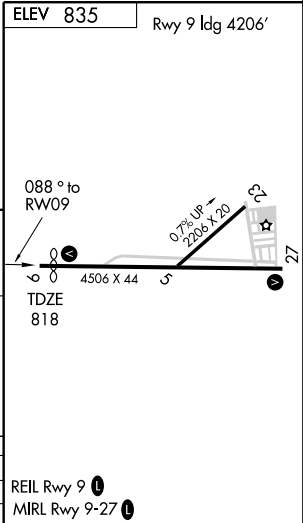
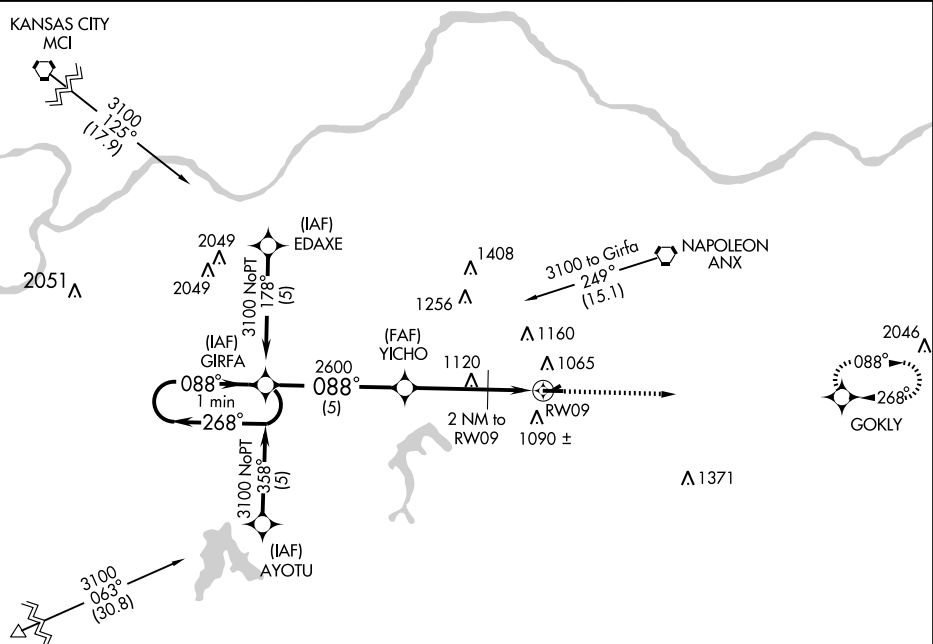
GPS RWY 9

GRAIN VALLEY/ EAST KANSAS CITY (3GV)

APP CRS	Rwy Idg	4206
088°	TDZE	818
	Apt Elev	835

NA	Use Charles B. Wheeler Downtown Airport altimeter setting.	MISSED APPROACH: Climb to 3000 direct GOKLY WP and hold.
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KANSAS CITY APP CON 118.4 294.7	CLNC DEL 121.3	UNICOM 122.8 (CTAF) 1
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One Minute Holding Pattern	GIRFA	YICHO	2 NM to RW09	RW09
3100	268°	088°	2600	1540
	5 NM	3 NM	2 NM	
CATEGORY	A	B	C	D
S-9	1400-1	582 (600-1)	NA	
CIRCLING	1460-1	625 (700-1)	NA	

REIL Rwy 9 1  
MRL Rwy 9-27 1

GPS RWY 27

GRAIN VALLEY/EAST KANSAS CITY (3GV)

APP CRS	Rwy Idg	4506
268°	TDZE	818
	Apt Elev	835

Use Charles B. Wheeler Downtown Airport altimeter setting.

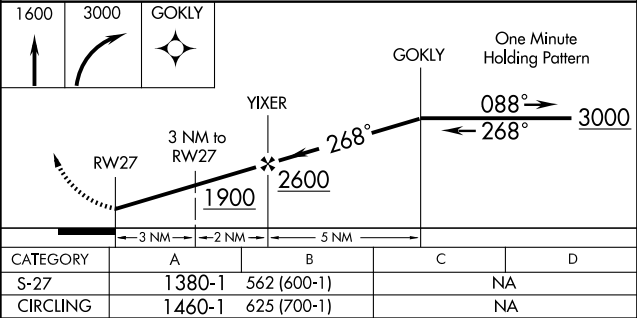
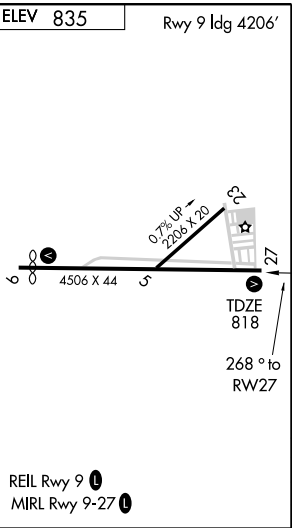
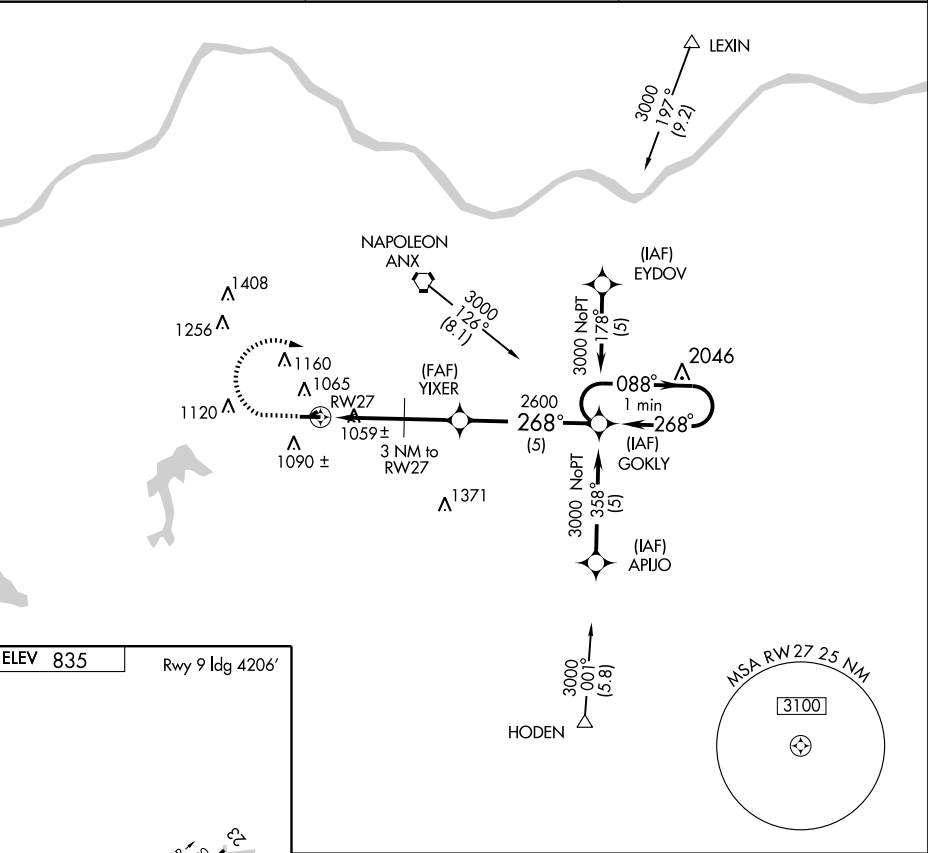
▲ NA

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct GOKLY WP and hold.

KANSAS CITY APP CON  
118.4 294.7

CLNC DEL  
121.3

UNICOM  
122.8 (CTAF) 0

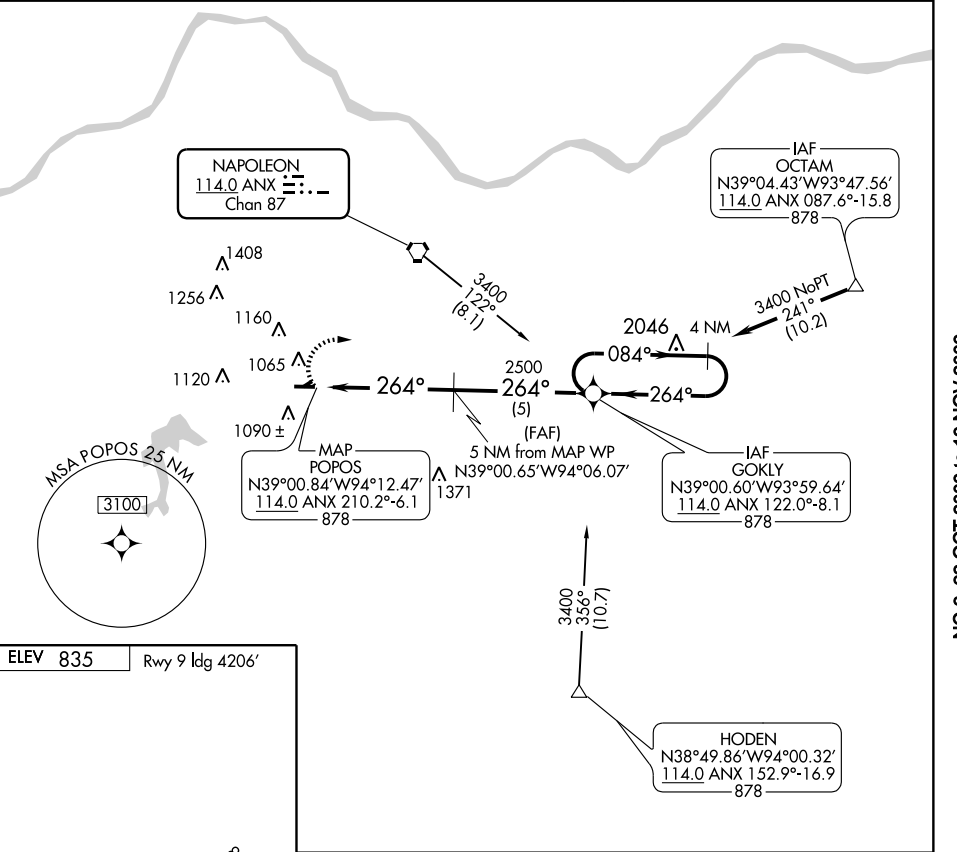


Use Charles B. Wheeler Downtown Airport altimeter setting.

MISSED APPROACH: Climbing right turn to 3400 direct GOKLY WP and hold.

NA

KANSAS CITY APP CON 118.4 294.7	CLNC DEL 121.3	UNICOM 122.8 (CTAF) 0
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	<b>3400</b> <b>GOKLY</b>			
	<b>POPOS MAP WP</b>			
	<b>5 NM from MAP WP</b>			
	<b>2500</b>			
CATEGORY	A	B	C	D
S-23	1420-1	602 (600-1)	NA	
CIRCLING	1460-1	625 (700-1)	NA	

NC-3, 22 OCT 2009 to 19 NOV 2009

VORTAC ANX	APP CRS	Rwy ldg	2206
114.0	212°	TDZE	835
Chan 87		Apt Elev	835

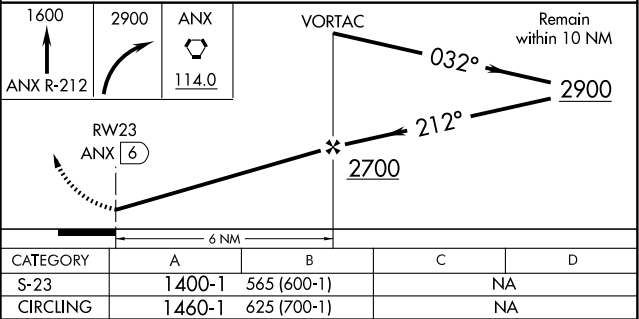
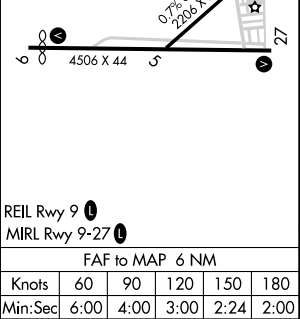
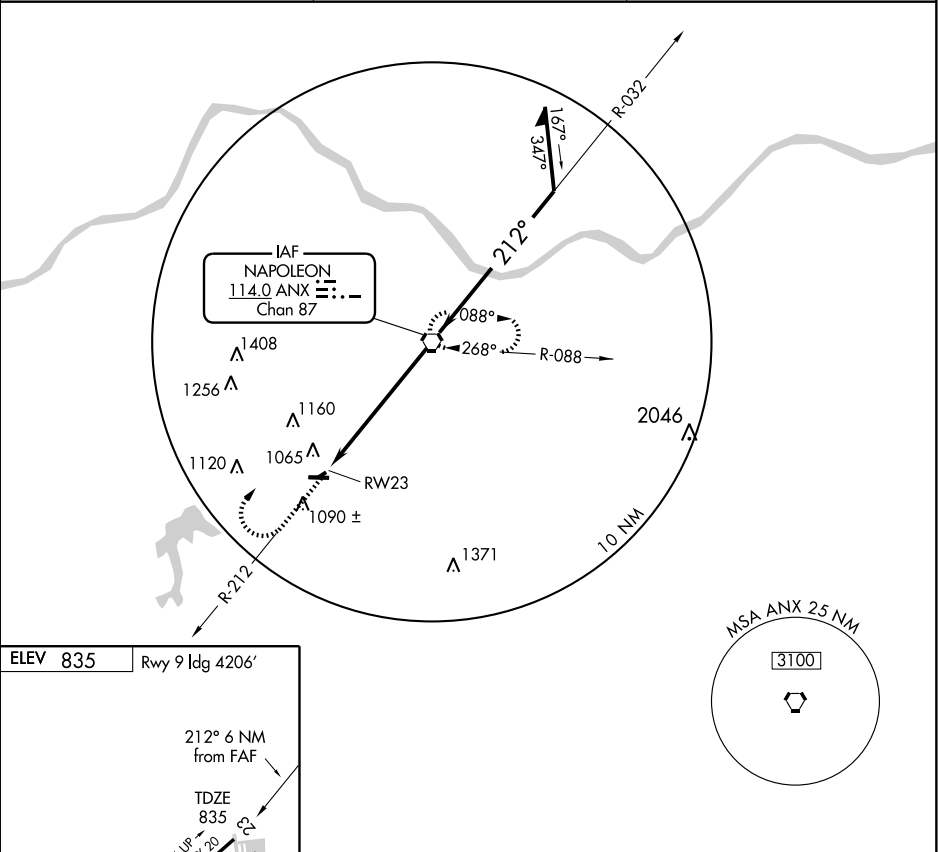
VOR or GPS RWY 23  
GRAIN VALLEY/EAST KANSAS CITY (3GV)

Use Charles B. Wheeler Downtown Airport altimeter setting.  
Straight-in minimums Rwy 23 not authorized at night.

▲ NA

MISSED APPROACH: Climb to 1600 via ANX R-212 then climbing right turn to 2900 direct ANX VORTAC and hold.

KANSAS CITY APP CON 118.4 294.7	CLNC DEL 121.3	UNICOM 122.8 (CTAF) 0
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HAE NDB <b>411</b>	APP CRS <b>339°</b>	Rwy Idg TDZE Apt Elev	<b>4400</b> <b>769</b> <b>769</b>
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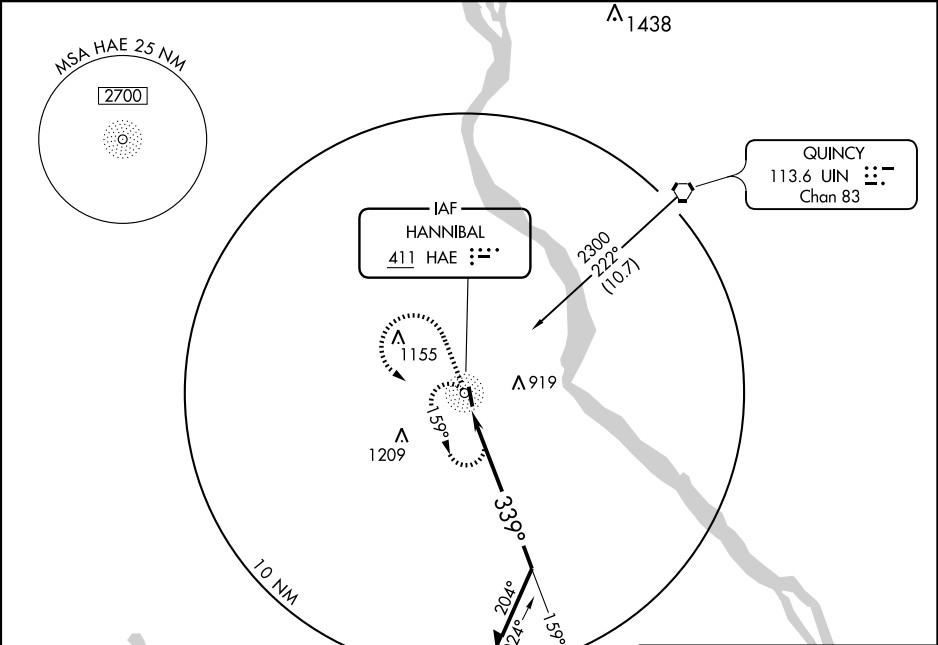
NDB RWY 35  
HANNIBAL RGNL (HAE)

Visibility reduction by helicopters NA.

When local altimeter setting not received, use Quincy altimeter setting and increase all MDA 60 feet and Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 2300 then left turn direct HAE NDB and hold.

AWOS-3 <b>120.775</b>	KANSAS CITY CENTER <b>135.525 319.9</b>	UNICOM <b>122.8 (CTAF) 0</b>
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2300  
↑

HAE  
  
**411**

NDB

Remain within 10 NM

159°

2300

339°

ELEV 769

CATEGORY	A	B	C	D
S-35	1380-1	611 (700-1)	1380-1¾ 611 (700-1¾)	NA
CIRCLING	1380-1	611 (700-1)	1380-1¾ 611 (700-1¾)	NA

MIRL Rwy 17-35   
REIL Rwy 17 and 35

WAAS CH <b>62812</b> <b>W17A</b>	APP CRS <b>170°</b>	Rwy Idg TDZE Apt Elev <b>4400</b> <b>769</b> <b>769</b>
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RNAV (GPS) RWY 17  
HANNIBAL RGNL (HAE)

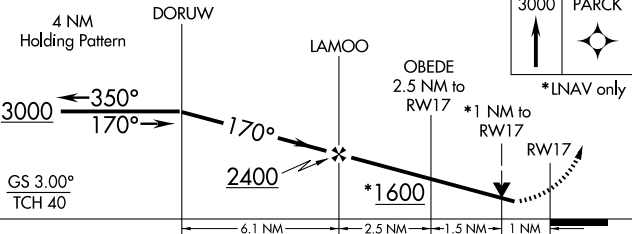
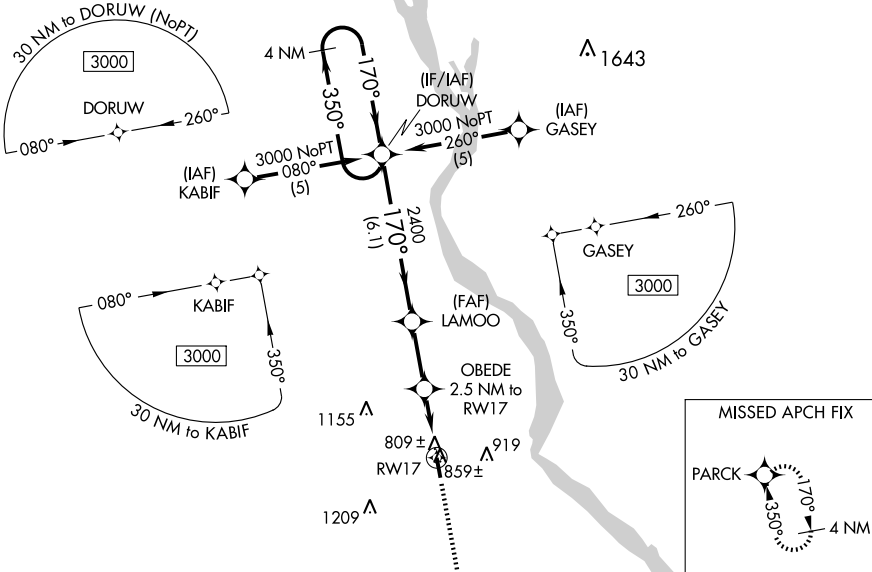
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
When local altimeter setting not received, use Quincy altimeter setting and increase all DA 41 feet, all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.  
Baro-VNAV and VDP NA when using Quincy altimeter setting.

MISSED APPROACH: Climb to 3000  
direct PARCK and hold.

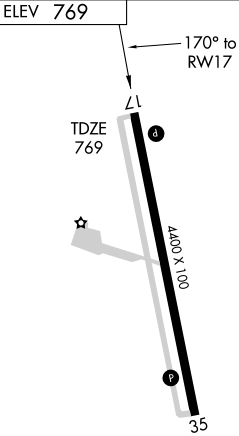
AWOS-3  
**120.775**

KANSAS CITY CENTER  
**135.525 319.9**

UNICOM  
**122.8(CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	1019-1	250 (300-1)		NA
LNAV/VNAV DA	1079-1¼	310 (400-1¼)		NA
LNAV MDA	1120-1	351 (400-1)		NA
CIRCLING	1260-1	491 (500-1)	1260-1½ 491 (500-1½)	NA



MIRL Rwy 17-35 0  
REIL Rwy 17 and 35 0

WAAS CH <b>72612</b> <b>W35A</b>	APP CRS <b>350°</b>	Rwy Idg TDZE Apt Elev	<b>4400</b> <b>769</b> <b>769</b>
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RNAV (GPS) RWY 35

HANNIBAL RGNL (HAE)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).  
**▲ NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
When local altimeter setting not received, use Quincy altimeter setting and increase all DA 41 feet, all MDA 60 feet.  
Baro-VNAV and VDP NA when using Quincy, IL altimeter setting.

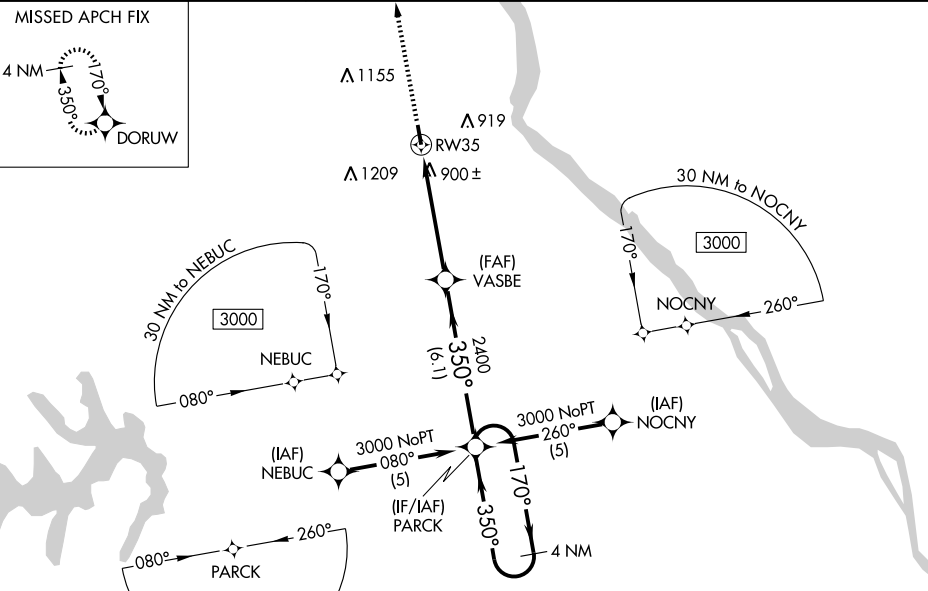
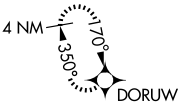
MISSED APPROACH: Climb to 3000  
direct DORUW and hold.

AWOS-3  
**120.775**

KANSAS CITY CENTER  
**135.525 319.9**

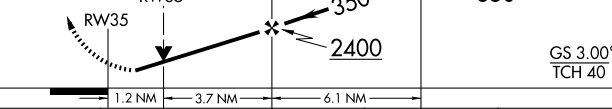
UNICOM  
**122.8(CTAF) 0**

MISSED APCH FIX



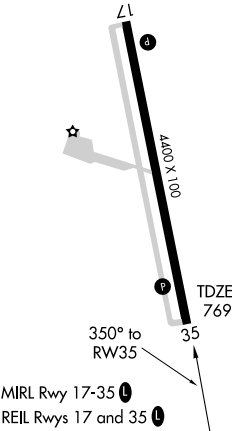
\*LNAV only

\*1.2 NM to RW35



CATEGORY	A	B	C	D
LPV DA	1019-1	250 (300-1)		NA
LNAV/VNAV DA	1242-1¾	473 (500-1¾)		NA
LNAV MDA	1200-1	431 (500-1)	1200-1¼ 431 (500-1¼)	NA
CIRCLING	1260-1	491 (500-1)	1260-1½ 491 (500-1½)	NA

ELEV 769



AL-6245 (FAA)

VORTAC UIN  
**113.6**  
Chan **83**

APP CRS  
221°

Rwy Idg	
TDZE	
Apt Elev	

N/A  
N/A  
769

VOR/DME-A  
HANNIBAL RGNL (HAE)

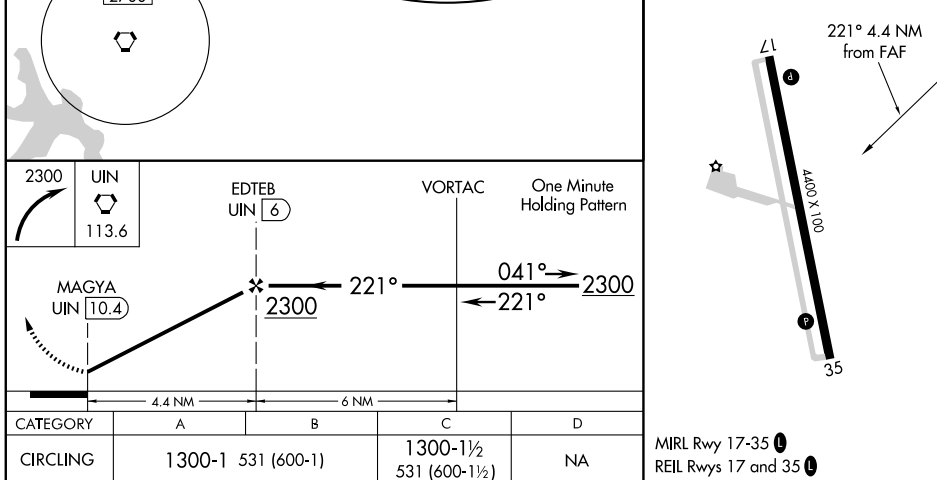
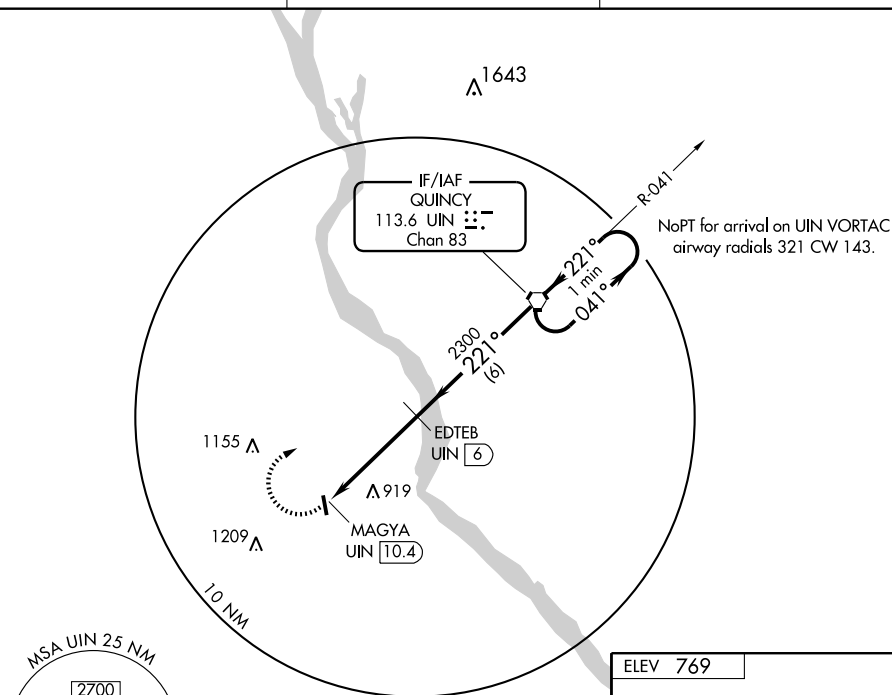
**T** When local altimeter setting not received, use  
**A** NA altimeter setting, increase all MDA 60 feet.

**MISSED APPROACH:** Climbing right turn to 2300 direct UIN VORTAC and hold.

AWOS-3  
120.775

KANSAS CITY CENTER  
135.525 319.9

UNICOM  
122.8 (CTAF) **L**



NC-3, 22 OCT 2009 to 19 NOV 2009





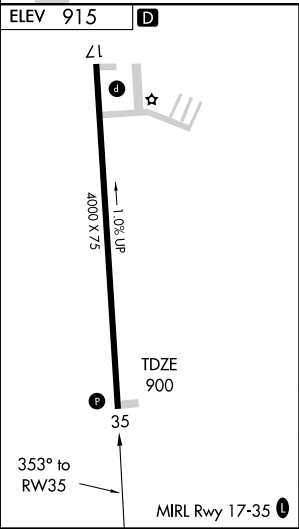
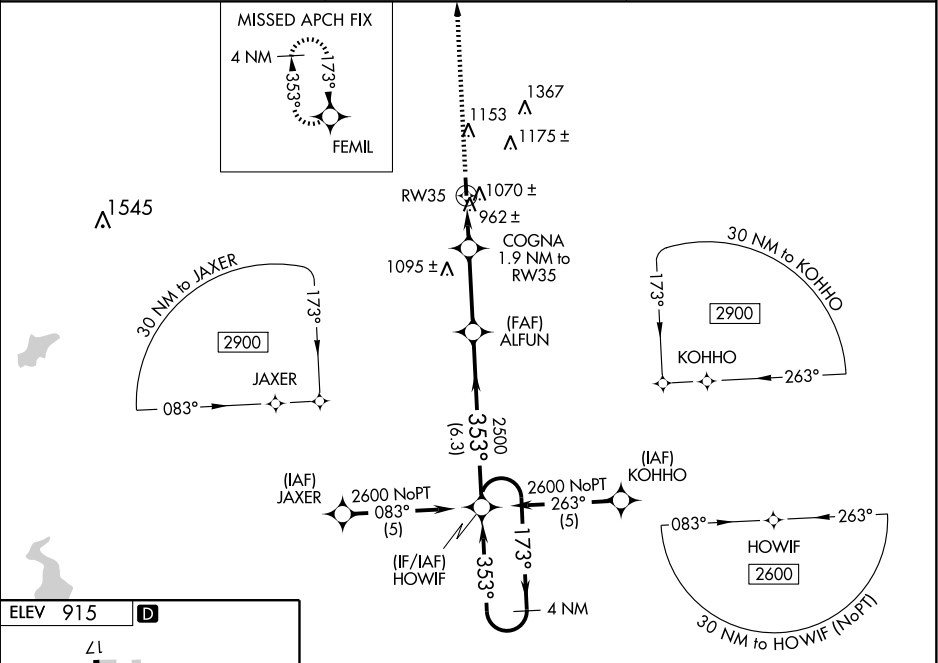
WAAS CH <b>69406</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>900</b> <b>915</b>
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RNAV (GPS) RWY 35

HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

<p><b>▼</b> BARO-VNAV NA when using Charles B. Wheeler Downtown altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 98 feet and all MDAs 100 feet, and visibility LPV all Cats ½ mile, LNAV/VNAV all Cats ¼ mile, LNAV Cat C ¼ mile, and Circling Cat C ¼ mile.</p>	<p>MISSED APPROACH: Climb to 3000 direct FEMIL and hold.</p>
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AWOS-3 <b>119.975</b>	KANSAS CITY CENTER <b>125.55 327.0</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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	3000	FEMIL	VGSI and RNAV glidepath not coincident				4 NM Holding Pattern
			*LNAV only	COGNA 1.9 NM to RW35	ALFUN	HOWIF	173° → 2600 ← 353°
				1500*			GS 3.00° TCH 40
				1.9 NM	3 NM	6.3 NM	
CATEGORY	A	B	C	D			
LPV DA	1176-1	276 (300-1)		NA			
LNAV/VNAV DA	1330-1¾	430 (500-1¾)		NA			
LNAV MDA	1320-1	420 (500-1)	1320-1¼ 420 (500-1¼)	NA			
CIRCLING	1400-1 485 (500-1)	1460-1 545 (600-1)	1460-1½ 545 (600-1½)	NA			

VORTAC BUM <b>115.9</b> Chan <b>106</b>	APP CRS <b>012°</b>	Rwy Idg <b>4000</b> TDZE <b>900</b> Apt Elev <b>915</b>
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VOR/DME RWY 35

HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

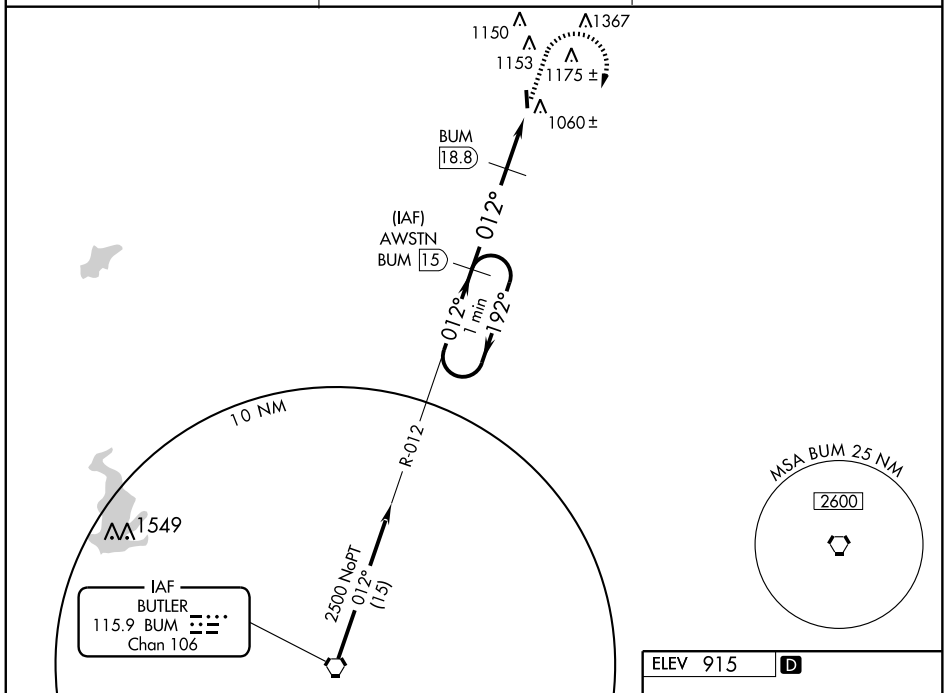
<b>T</b>	Obtain local altimeter setting on CTAF; when not received, use Charles B. Wheeler Downtown altimeter setting.
<b>A</b> NA	

**MISSED APPROACH:** Climb to 2500 then right turn via heading 220° and R-012 to AIRSTN and hold.


AWOS-3  
119,975

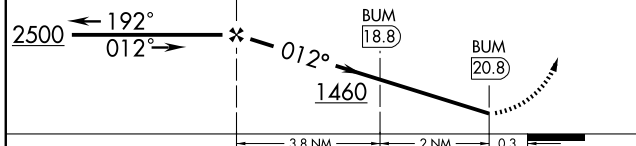
KANSAS CITY CENTER  
125.55 327.0

UNICOM  
123.0 (CTAF) **L**



NC-3, 22 OCT 2009 to 19 NOV 2009

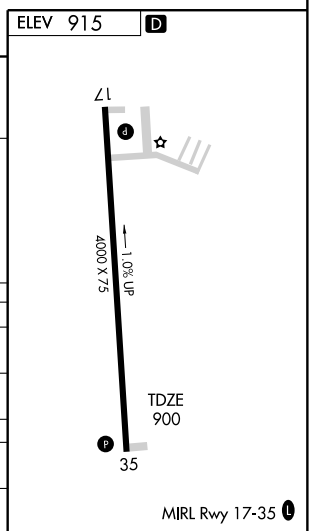
One Minute Holding Pattern	AWSTN BUM 15	2500 ↑	 HDG 220°	BUM R-012 115.9	AWSTN BUM 15
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CATEGORY	A	B	C	D
S-35	1320-1 420 (500-1)	1320-1¼ 420 (500-1¼)	1320-1½ 420 (500-1½)	NA
CIRCLING	1420-1 505 (600-1)	1500-1¼ 585 (600-1¼)	1500-1½ 585 (600-1½)	NA

CHARLES B. WHEELER DOWNTOWN ALTIMETER SETTING MINIMUMS

S-35	1400-1 500 (500-1)	1400-1¼ 500 (500-1¼)	1400-1½ 500 (500-1½)	NA
CIRCLING	1520-1 605 (700-1)	1600-1¼ 685 (700-1¼)	1600-1½ 685 (700-1½)	NA



WAAS	APP CRS	Rwy Idg	4400
CH 86601	163°	TDZE	840
W16A		Apt Elev	840

# RNAV (GPS) RWY 16

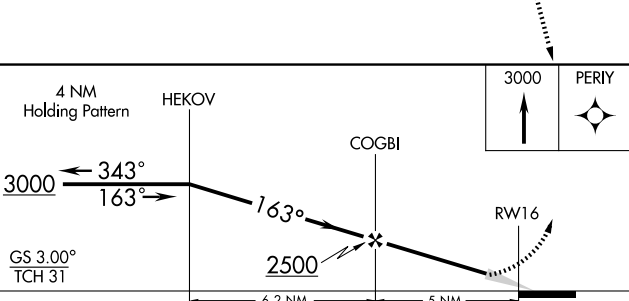
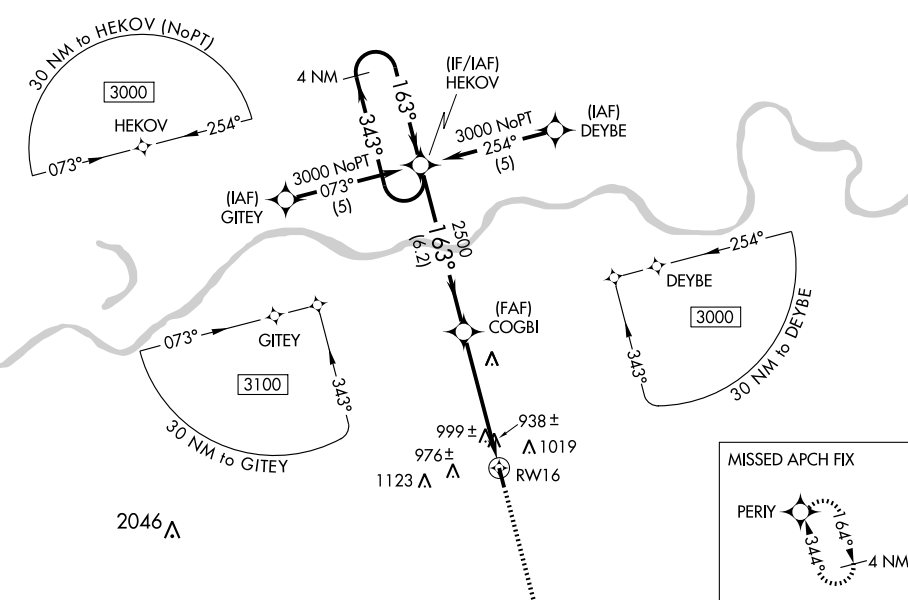
HIGGINSVILLE INDUSTRIAL MUNI (HIG)

**NA** DME/DME RNP- 0.3 NA. Baro-VNAV NA.  
Use Whiteman Air Force Base altimeter setting; if not received, use Lee's Summit Muni altimeter setting and increase LPV DA to 1293, LNAV/VNAV to 1410 and all MDAs 60 feet, increase LPV all Cats. and Circling Cat. C visibility ¼ mile.

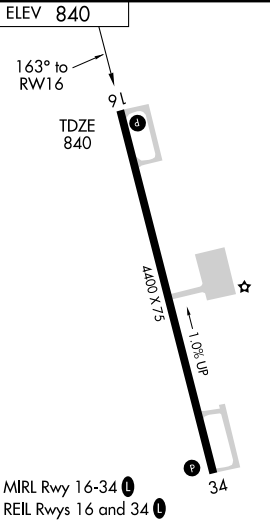
MISSED APPROACH: Climb to 3000 direct PERIY and hold.

KANSAS CITY CENTER  
135.575 323.15

UNICOM  
122.8 (CTAF) **1**





CATEGORY	A	B	C	D
LPV DA	1247-1½ 407 (500-1½)			
LNAV/VNAV DA	1364-2 524 (600-2)			
LNAV MDA	1360-1	520 (600-1)	1360-1½ 520 (600-1½)	1360-1¾ 520 (600-1¾)
CIRCLING	1440-1	600 (600-1)	1440-1½ 600 (600-1½)	1440-2 600 (600-2)



WAAS CH <b>45901</b> <b>W34A</b>	APP CRS <b>343°</b>	Rwy Idg <b>4400</b> TDZE <b>826</b> Apt Elev <b>840</b>
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# RNAV (GPS) RWY 34

## HIGGINSVILLE INDUSTRIAL MUNI (HIG)

	DME/DME RNP-0.3 NA. Baro-VNAV NA.
 NA	Use Whiteman Air Force Base altimeter setting; if not received, use Lee's Summit Muni altimeter setting and increase LPV to 1190, LNAV/VNAV to 1329 and all MDAs 60 feet, increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. C and D and Circling Cat. C visibilities ¼ mile.

**MISSED APPROACH:** Climb to 3000 direct HEKOV and hold.

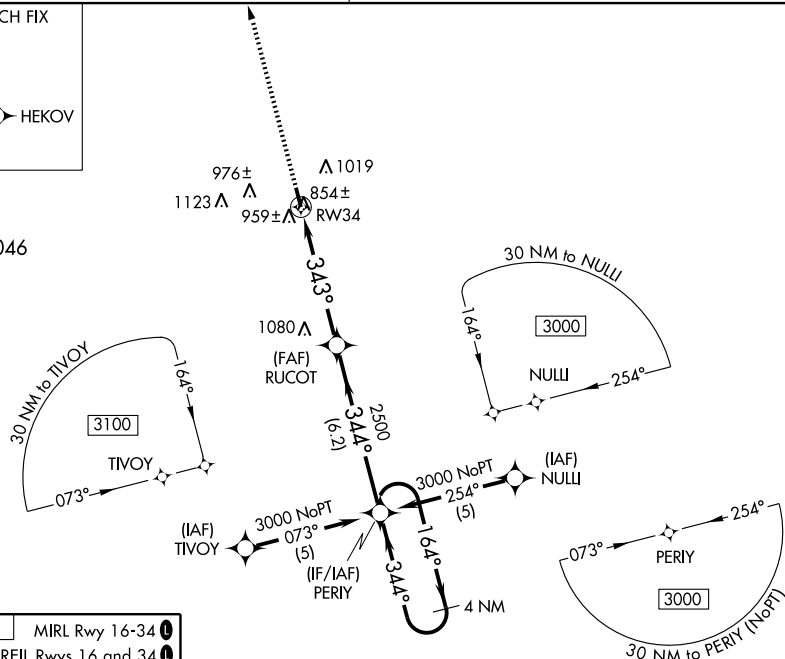
KANSAS CITY CENTER  
135.575 323.15

UNICOM  
122.8 (CTAF) **L**

MISSED APCH FIX

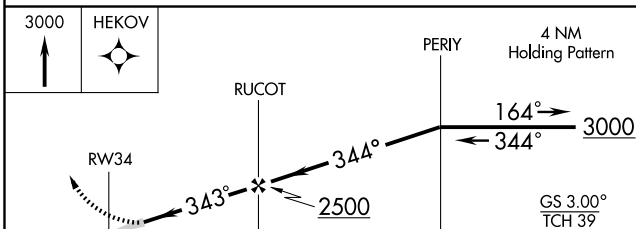
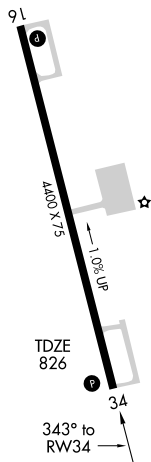


A 2046



NC-3, 22 OCT 2009 to 19 NOV 2009

ELEV 840	MIRL Rwy 16-34 <b>L</b>
	REIL Rws 16 and 34 <b>L</b>



CATEGORY	A	B	C	D
LPV DA	1144-1¼ 318 (400-1¼)			
LNAV/VNAV DA	1283-1¾ 457 (500-1¾)			
LNAV MDA	1300-1 474 (500-1)	1300-1¼ 474 (500-1¼)	1300-1½ 474 (500-1½)	
CIRCLING	1440-1 600 (600-1)	1440-1½ 600 (600-½)	1440-2 600 (600-2)	

# AIRPORT DIAGRAM

AL-796 (FAA)

JEFFERSON CITY MEMORIAL (JEF)  
JEFFERSON CITY, MISSOURI

JEFFERSON CITY TOWER ★  
125.6  
GND CON  
121.7  
ASOS 133.625

38°36'N

RWY 12-30  
S45, D58  
RWY 9-27  
S30, D38

ELEV  
547

121.2°

CONTROL  
TOWER

ARMY  
NATIONAL  
GUARD

616

GENERAL  
AVIATION  
PARKING

3401 X 75

269.9°

ELEV  
546

HANGAR

FIELD  
ELEV  
549

VAR 1.3° E

JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W

301.2°

ELEV  
547

38°35'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

92°10'W

92°09'W

NC-3, 22 OCT 2009 to 19 NOV 2009

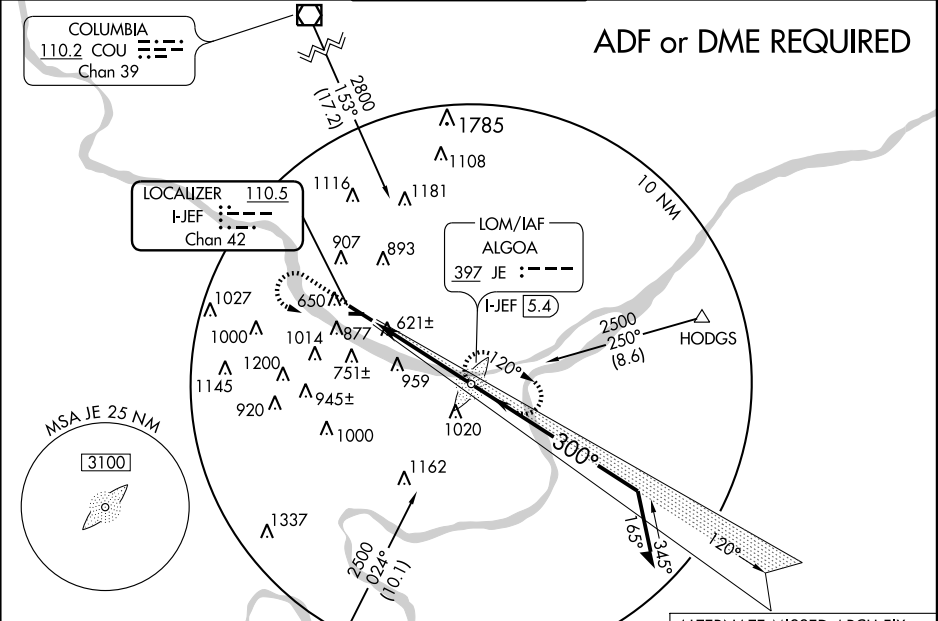
LOC/DME I-JEF	APP CRS	Rwy Idg	6001
110.5	300°	TDZE	549
Chan 42		Apt Elev	549

ILS or LOC RWY 30  
JEFFERSON CITY MEMORIAL (JEF)

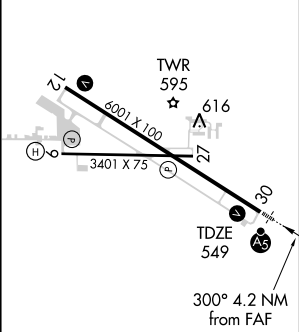
If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DAs/MDAs 80 feet.  
VDP NA when using Columbia Rgnl altimeter setting.  
For inoperative MALS, increase S-LOC 30 Cat D visibility to 1 mile.  
ADF required.

MALS  
MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct ALGOA LOM and hold, continue climb-in-hold to 2500.

ASOS	MIZZU APP CON	JEFFERSON CITY TOWER ★	GND CON	UNICOM
133.625	124.375 353.7	125.6 (CTAF) 1	121.7	122.95

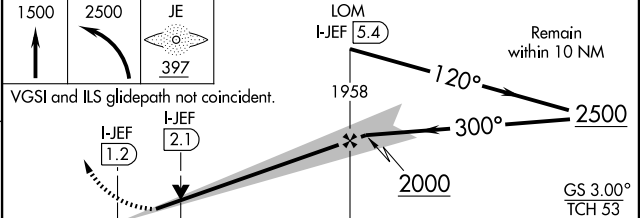


ELEV 549



REIL Rwy 9, 12, and 27  
MIRL Rwy 9-27  
HIRL Rwy 12-30 1

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 30	749-½ 200 (200-½)			
S-LOC 30	880-½ 331 (400-½)			880-¾ 331 (400-¾)
CIRCLING	1280-1 731 (800-1)	1280-2 731 (800-2)		1320-2½ 771 (800-2½)

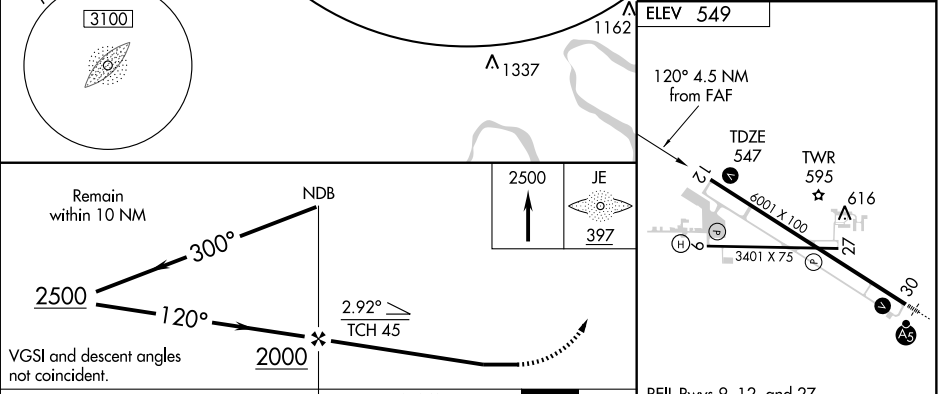
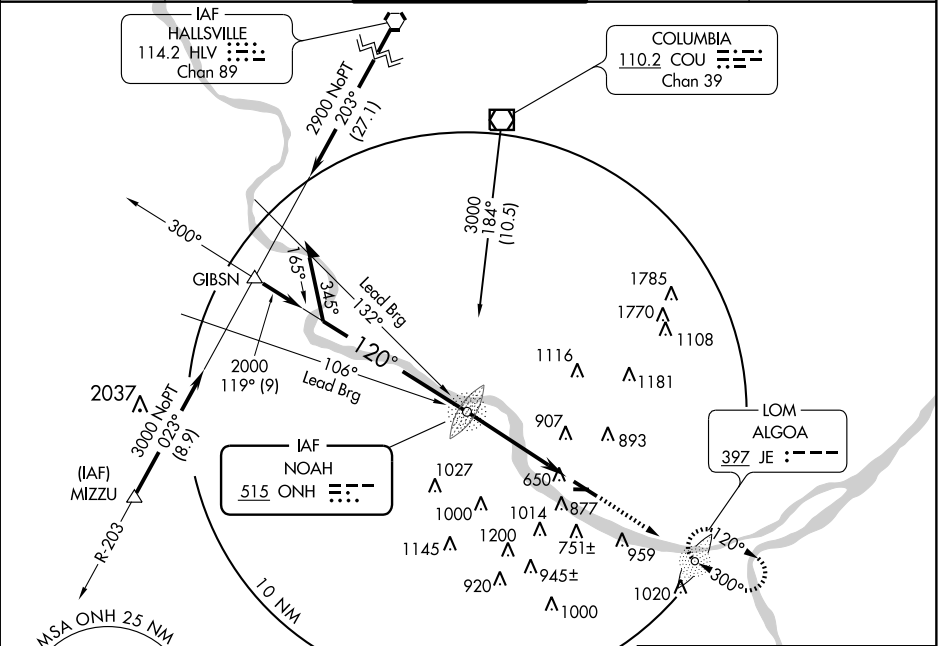
NDB ONH	APP CRS	Rwy Idg	6001
<u>515</u>	<u>120°</u>	TDZE	547
		Apt Elev	549

NDB RWY 12

JEFFERSON CITY MEMORIAL (JEF)

	MISSED APPROACH: Climb to 2500 direct JE LOM and hold.
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ASOS 133.625	MIZZU APP CON 124.375 353.7	JEFFERSON CITY TOWER ★ 125.6 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	4.5 NM		REIL Rwy's 9, 12, and 27 MIRL Rwy 9-27 HIRL Rwy 12-30
			C	D	
S-12	1240-1	693 (700-1)	1240-2 693 (700-2)	1240-2 1/4 693 (700-2 1/4)	FAF to MAP 4.5 NM
CIRCLING	1240-1	691 (700-1)	1240-2 691 (700-2)	1320-2 1/2 771 (800-2 1/2)	
					Knots 60 90 120 150 180
					Min:Sec 4:30 3:00 2:15 1:48 1:30



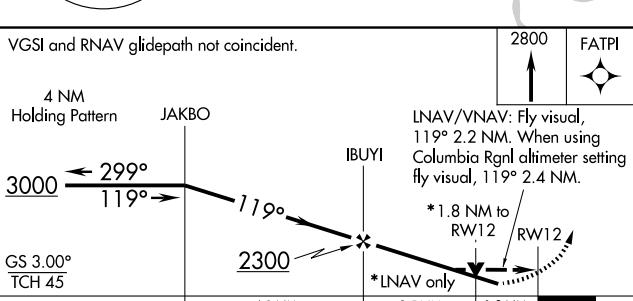
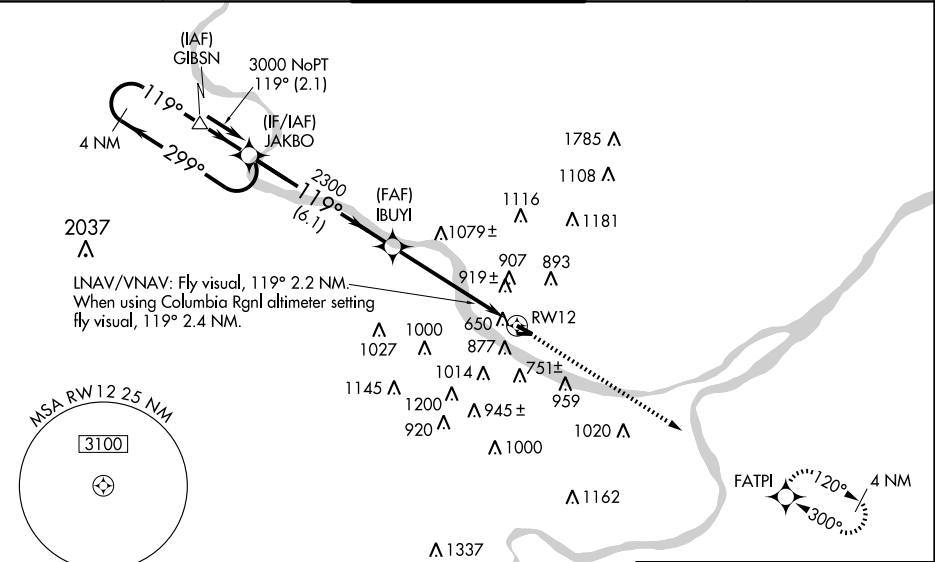
WAAS CH <b>49005</b> <b>W12A</b>	APP CRS <b>119°</b>	Rwy Idg TDZE Apt Elev <b>6001</b> <b>547</b> <b>549</b>
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**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).

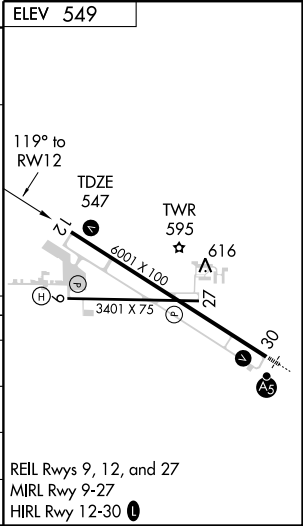
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DA/MDA 80 feet; and increase LPV all Cats visibility ¼ mile, LNAV/VNAV Cats C and D visibility ½ mile, LNAV Cats B, C and D visibility ¼ mile and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2800 direct FATPI and hold.

ASOS <b>133.625</b>	MIZZU APP CON <b>124.375 353.7</b>	JEFFERSON CITY TOWER ★ <b>125.6 (CTAF) 0</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	951-1½ 404 (500-1½)			
LNAV/VNAV DA	1284-2 737 (800-2)			1284-2¼ 737 (800-2¼)
LNAV MDA	1260-1 713 (800-1)	1260-2 713 (800-2)		1260-2¼ 713 (800-2¼)
CIRCLING	1300-1 751 (800-1)	1300-1¼ 751 (800-1¼)	1300-2¼ 751 (800-2¼)	1320-2½ 771 (800-2½)



**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

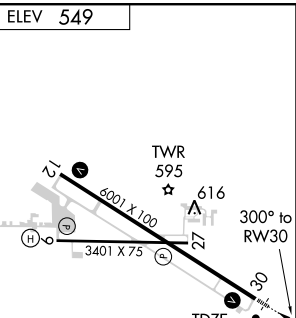
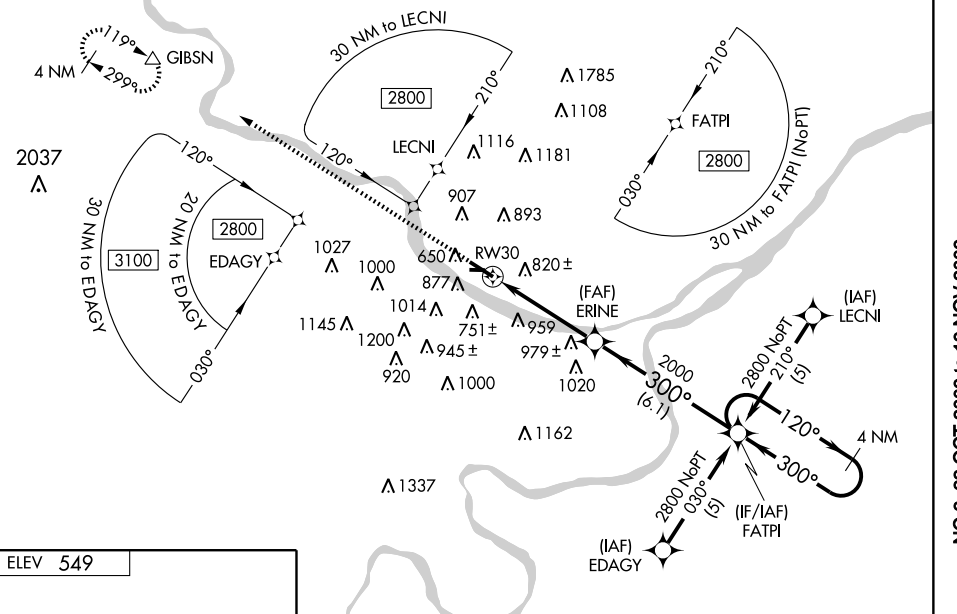
**⚠** When local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DA/MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats B, C, and D, and circling Cats C and D visibility ¼ mile. For inoperative MALS, when using Columbia Rgnl altimeter setting increase LPV all Cats visibility to 1¼.

Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

MALS  
A5

MISSED APPROACH: Climb to 3000 direct GIBSN and hold.

ASOS <b>133.625</b>	MIZZU APP CON <b>124.375 353.7</b>	JEFFERSON CITY TOWER ★ <b>125.6 (CTAF) 0</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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ELEV 549	3000 ↑ GIBSN △	VGSI and RNAV glidepath not coincident.				4 NM Holding Pattern
* LNAV only		* 2 NM to RW30		ERINE		FATPI
RW30		2 NM		2.3 NM		6.1 NM
CATEGORY	A	B	C	D	GS 3.00° TCH 54	
LPV DA	799-1½		250 (300-1½)			
LNAV/VNAV DA	1322-2¼		773 (800-2¼)			
LNAV MDA	1240-1½		691 (700-1½)		1240-1½	1240-1¾
CIRCLING	1300-1		1300-1¼		1300-2½	1320-2½
	751 (800-1)		751 (800-1¼)		751 (800-2¼)	771 (800-2½)

REIL Rwy 9, 12, and 27  
MIRL Rwy 9-27  
HIRL Rwy 12-30 0

# AIRPORT DIAGRAM

AL-540 (FAA)

JOPLIN RGNL (JLN)  
JOPLIN, MISSOURI

ATIS  
120.85  
JOPLIN TOWER ★  
119.8 282.2  
GND CON  
121.6

D



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W

ELEV 947  
ILS HOLD  
0.5% UP  
134.9°  
6502 X 150

81 ELEV 950  
178.9°  
D  
H  
6500 X 100  
0.3% UP

RWY 5-23  
S20  
RWY 13-31  
S80, D105, ST133, DT170  
RWY 18-36  
S30, D60

AIR CARGO  
FIRE STATION  
CONTROL TOWER  
TERMINAL  
FBO  
HANGARS

LAHSO

LAHSO

358.9°

ELEV 972

36

3604

314.9°

047.5°

FIELD ELEV 981

31

ELEV 977

1047±Δ

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

94°30.5'W


94°30'W

94°29.5'W

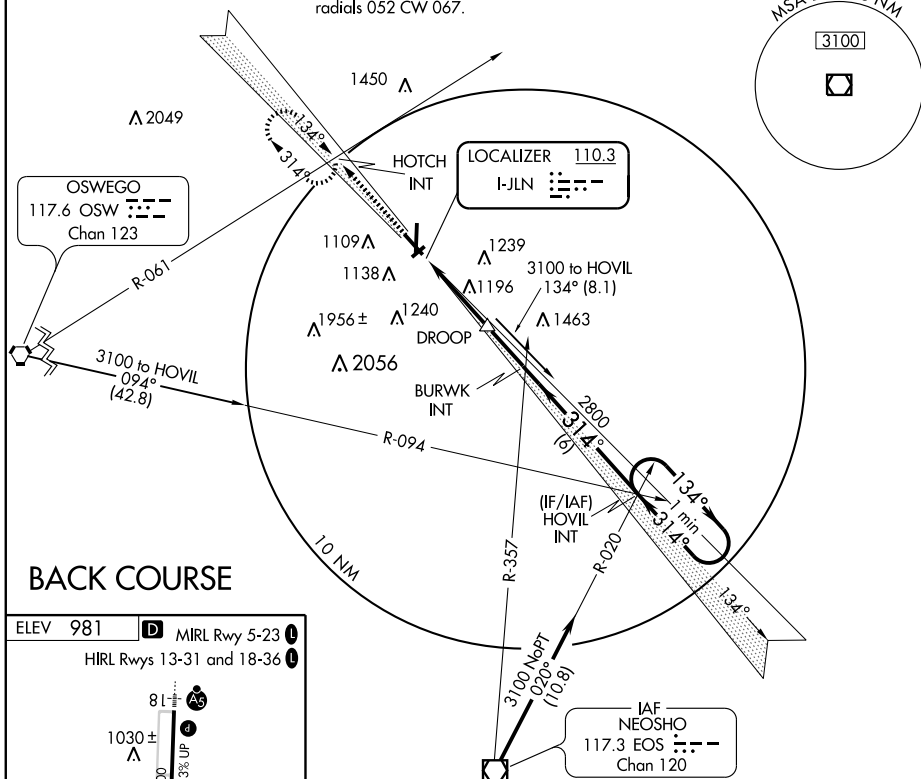
NC-3, 22 OCT 2009 to 19 NOV 2009



CATEGORY	A	B	C	D
S-ILS 13		1168- $\frac{3}{4}$	200 (200- $\frac{3}{4}$ )	
S-LOC 13		1300- $\frac{3}{4}$	332 (400- $\frac{3}{4}$ )	1300-1 332 (400-1)
CIRCLING	1460-1 479 (500-1)	1500-1 519 (600-1)	1500-1 $\frac{1}{2}$ 519 (600-1 $\frac{1}{2}$ )	1540-2 559 (600-2)

<b>▼</b> ODALS (NSTD) 1438'. Inoperative table does not apply.		<b>ODALS</b> 	MISSED APPROACH: Climb to 3100 via I-JLN NW course to HOTCH INT and hold.	
ATIS <b>120.85</b>	KANSAS CITY CENTER <b>128.6 282.325</b>	<b>JOPLIN TOWER ★</b> <b>119.8 (CTAF) 0 282.2</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>

MSA EOS 25 NM



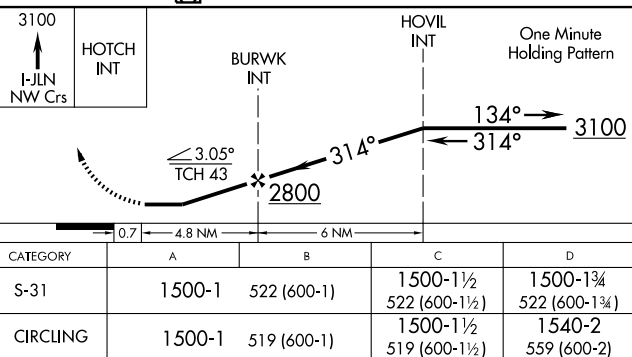
## BACK COURSE

ELEV 981 **D** MRL Rwy 5-23 **L**  
 HIRL Rwy 13-31 and 18-36 **L**

81 **A5**  
 1030 ±  $\Delta$   
 6500 X 100  
 0.3% UP  
 1031  
 1035 ±  $\Delta$   
 6502 X 120  
 0.5% UP  
 1034  
 1032 ±  $\Delta$   
 3604 X 75  
 36  
 3  
 TDZE 978  
 314° 5.5 NM from FAF  
 1040 ±  $\Delta$

FAF to M4P 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



MALSF (NSTD) 1368'.  
DME/DME RNP-0.3 not authorized.  
Baro-VNAV not authorized below -16°C (4°F)  
For inoperative MALSF, increase LPV CATS A/B/C visibility to 1.

MALSF

MISSED APPROACH: Climb to 3100 direct HOVIL and hold.

ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER★ 119.8 (CTAF) 0 282.2	GND CON 121.6	UNICOM 122.95
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The main chart illustrates the RNAV (GPS) RWY 13 approach for JOPLIN RGNL (JLN). The primary approach path is a 4 NM segment from the 3100 ft holding pattern, followed by a 3100 NoPT segment, and then a 2200 segment. Key navigational aids include the (IAF) OMVEE, (IF/IAF) HOTCH, (FAF) COVIT, and the runway (RW13). The chart also shows the (IAF) FORIX, (FAF) COVIT, and the runway (RW13). The chart includes various navigational aids such as the (IAF) OMVEE, (IF/IAF) HOTCH, (FAF) COVIT, and the runway (RW13). The chart also shows the (IAF) FORIX, (FAF) COVIT, and the runway (RW13). The chart includes various navigational aids such as the (IAF) OMVEE, (IF/IAF) HOTCH, (FAF) COVIT, and the runway (RW13).

The inset chart provides a detailed view of the approach path and various navigational aids. It shows the 4 NM segment, the 3100 ft holding pattern, and the 2200 segment. The chart also includes the (IAF) FORIX, (FAF) COVIT, and the runway (RW13). The chart includes various navigational aids such as the (IAF) OMVEE, (IF/IAF) HOTCH, (FAF) COVIT, and the runway (RW13).

4 NM Holding Pattern		HOTCH		3100		HOVIL			
3100		314°		134°		*1.1 NM to RW13			
GS 3.00° TCH 40		2200		*LNAV only		RW13			
		9.3 NM		2.7 NM		1.1 NM			
CATEGORY	A	B	C	D					
LPV DA	1220-¾	252 (300-¾)	1220-1		252 (300-1)				
LNAV/VNAV DA	1380-1¼	412 (400-1¼)	1380-1½		412 (400-1½)				
LNAV MDA	1340-¾	372 (400-¾)	1340-1		372 (400-1)				
CIRCLING	1460-1½	1500-1½	519 (600-1½)		1540-2				
	479 (500-1½)				559 (600-2)				

MIRL Rwy 5-23  
HIRL Rlys 13-31 and 18-36

NC-3: 22 OCT 2009 to 19 NOV 2009

WAAS CH <b>97309</b> <b>W18A</b>	APP CRS <b>178°</b>	Rwy Idg <b>6500</b> TDZE <b>965</b> Apt Elev <b>981</b>
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## RNAV (GPS) RWY 18

JOPLIN RGNL (JLN)

**⚠** DME/DME RNP-0.3 not authorized.  
Baro-VNAV not authorized below -16°C (4°F).  
For inoperative MALSR, increase LPV all CATS visibility to RVR 5000.

MALSR

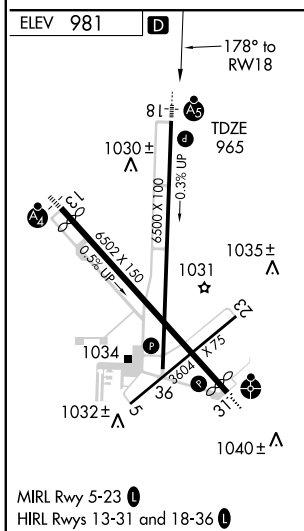
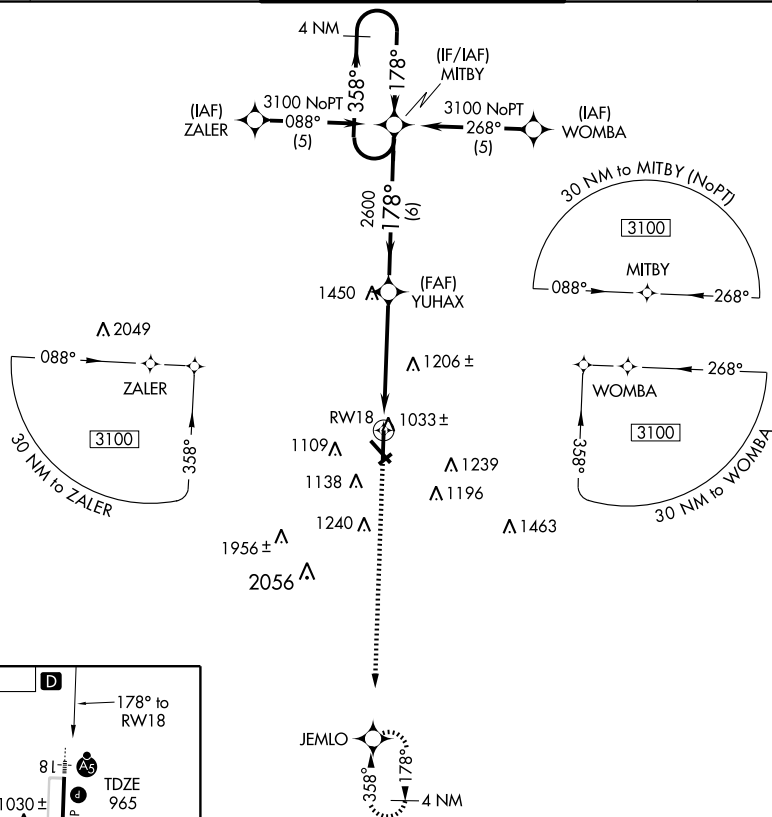
**MISSED APPROACH:** Climb to 3100 direct JEMLO and hold.

ATIS  
120.85

KANSAS CITY CENTER  
128.6 282.325

JOPLIN TOWER ★  
119.8 (CTAF) **L** 282.2

GND CON  
**121.6**

UNICOM  
122.95



APP CRS <b>314°</b>	Rwy Idg <b>5802</b> TDZE <b>978</b> Apt Elev <b>981</b>
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RNAV (GPS) RWY 31  
JOPLIN RGNL (JLN)

JOPLIN RGNL (JLN)

<b>T</b>	<p>Circling to Rwy 5 not authorized at night.  DME/DME RNP-0.3 not authorized.  ODALS (NSTD) 1438'.  Inoperative table does not apply.</p>
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ODALS



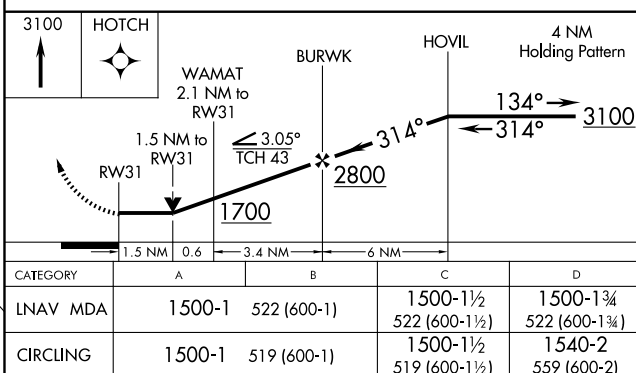
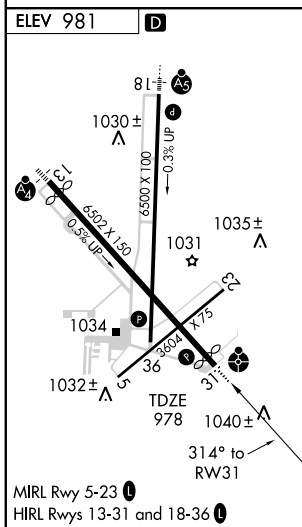
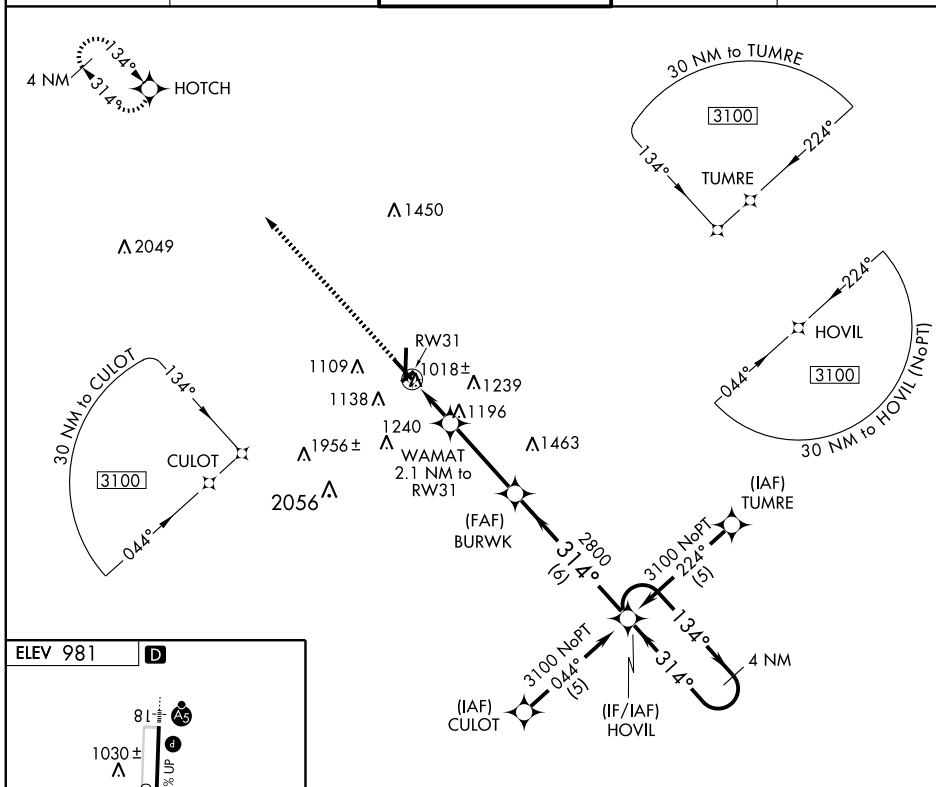
**MISSED APPROACH:** Climb to 3100 direct HOTCH and hold.

ATIS  
**120.85**

KANSAS CITY CENTER  
128.6 282.325

JOPLIN TOWER★  
119.8 (CTAF)  282.2

GND CON  
**121.6**

UNICOM  
122.95

APP CRS <b>358°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>972</b> <b>981</b>
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RNAV (GPS) RWY 36  
JOPLIN RGNL (JLN)

DME/DME RNP- 0.3 not authorized.

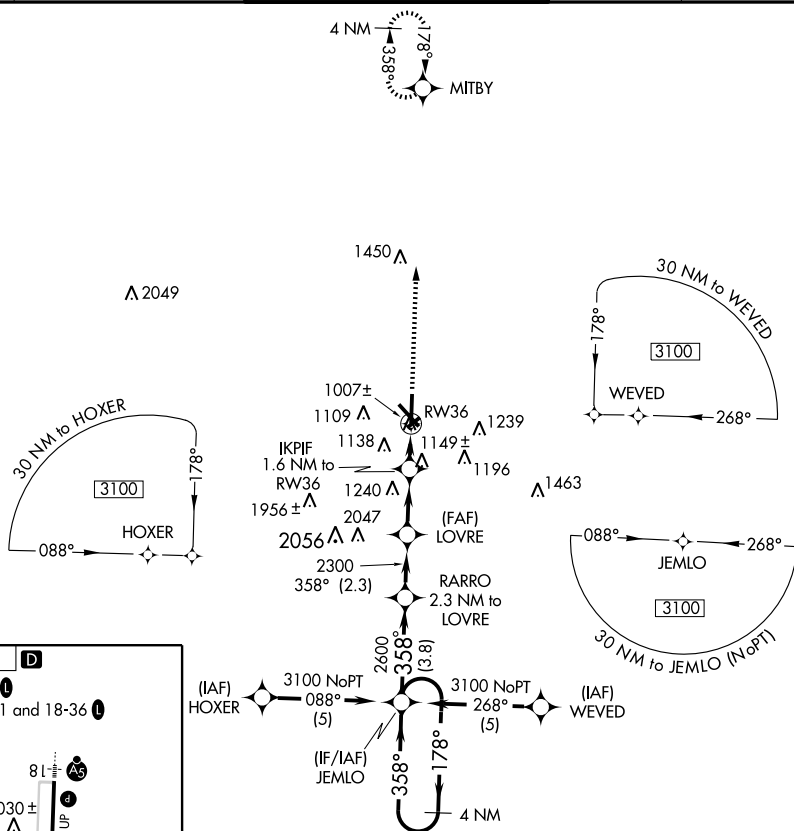
**MISSED APPROACH:** Climb to 3100 direct MITBY and hold.

ATIS  
120.85

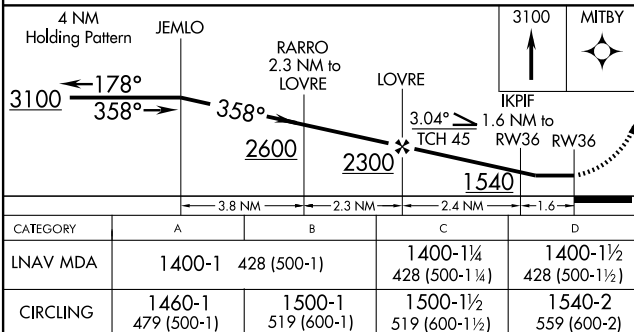
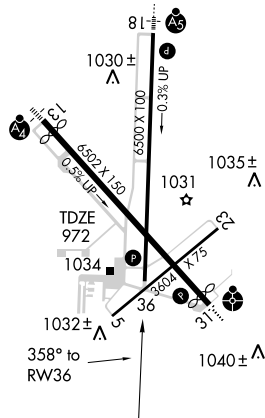
KANSAS CITY CENTER  
128.6 282.325

JOPLIN TOWER ★  
119.8 (CTAF) **L** 282.2

GND CON  
**121.6**

UNICOM  
122.95

ELEV 981	D
MIRL Rwy 5-23 L	
HIRL Rwy 13-31 and 18-36 L	



# AIRPORT DIAGRAM

AL-5765 (FAA)

KAISER/LEE C. FINE MEMORIAL (AIZ)  
KAISER/LAKE OZARK, MISSOURI

AWOS-3  
135.325  
CTAF/UNICOM  
122.8

VAR 1.6° E  
JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W

FIELD  
ELEV  
869

TERMINAL

HANGAR

6497 X 100

☆ 913

RWY 3-21  
S55, D70, ST89, DT215

ELEV  
863

NC-3, 22 OCT 2009 to 19 NOV 2009

092°33.5'W

092°33.0'W

092°32.5'W

38°06.0'N

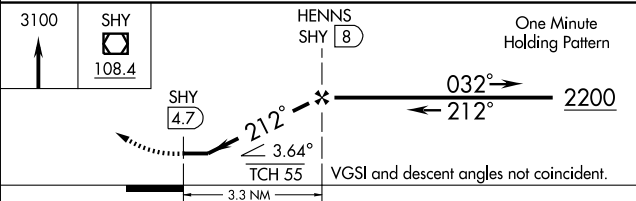
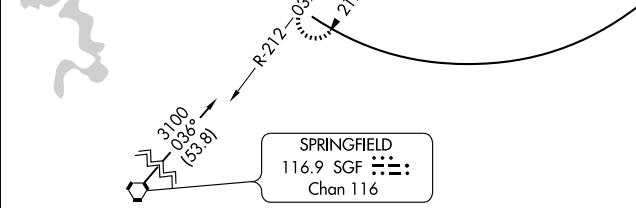
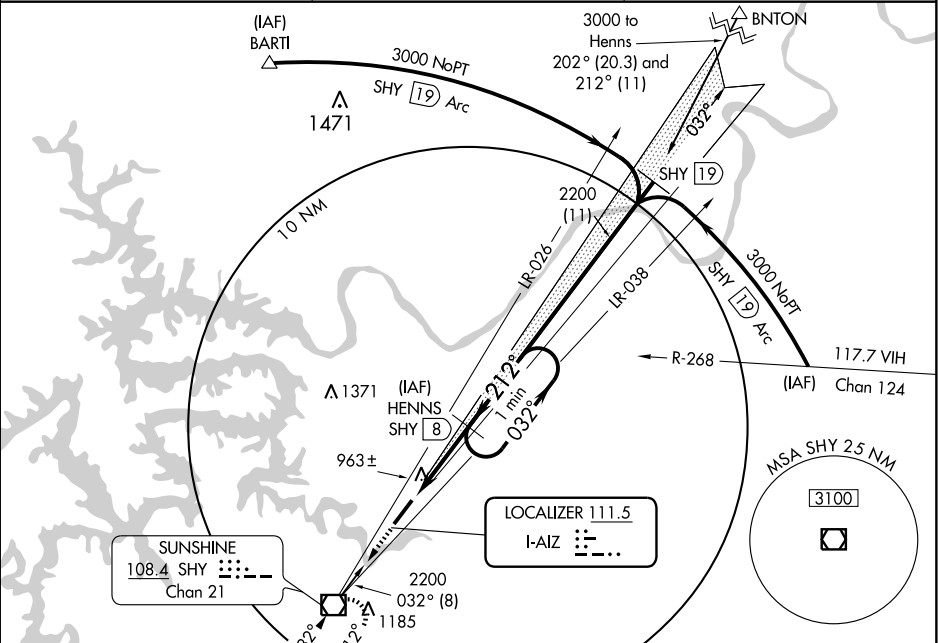
38°05.5'N

LOC I-AIZ <b>111.5</b>	APP CRS <b>212°</b>	Rwy Idg TDZE Apt Elev	<b>6497</b> <b>869</b> <b>869</b>
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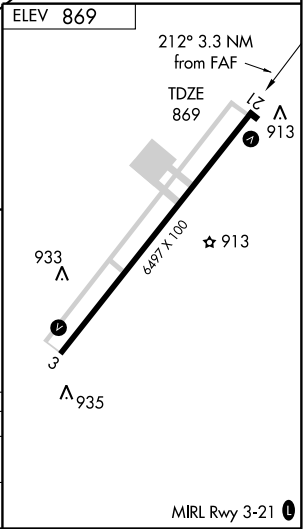
LOC/DME RWY 21  
KAISER/ LEE C. FINE MEMORIAL (AIZ)

	MISSED APPROACH: Climb to 3100 direct SHY VOR/DME and hold.
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AWOS-3 <b>135.325</b>	MIZZU APP CON <b>124.1 353.7</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
S-21	1220-1	351 (400-1)		NA
CIRCLING	1400-1	531 (600-1)	1440-1½ 571 (600-1½)	NA



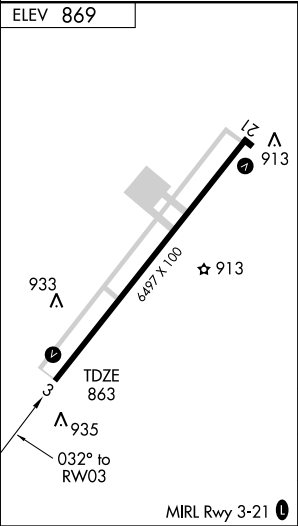
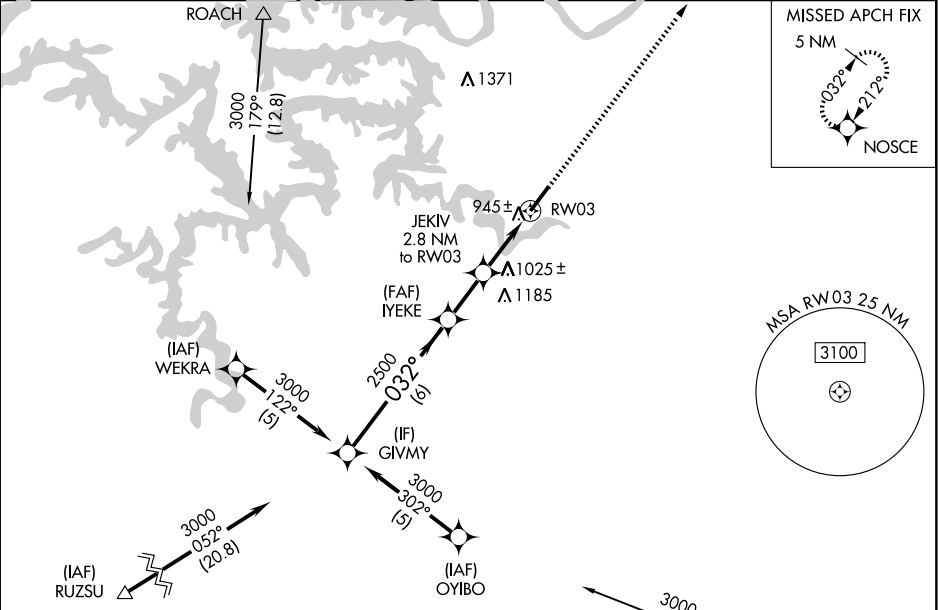
WAAS CH <b>65901</b> <b>W03A</b>	APP CRS <b>032°</b>	Rwy Idg TDZE Apt Elev	<b>6497</b> <b>863</b> <b>869</b>
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RNAV (GPS) RWY 3  
KAISER/LEE C FINE MEMORIAL (AIZ)

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 95°C (203°F).  
If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet. Baro-VNAV NA when using Rolla/Vichy altimeter setting.  
When VGSI inoperative, straight-in/circling Rwy 3 NA at night.

MISSED APPROACH: Climb to 2500  
direct NOSCE and hold.

AWOS-3 <b>135.325</b>	MIZZU APP CON <b>124.1 353.7</b>	UNICOM <b>122.8 (CTAF) 0</b>
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Procedure NA for arrivals at Stout via V14-88 northeast bound.			
Procedure Turn NA	GIVMY	IYEKE	JEKIV 2.8 NM to RW03
	3000	2500	* 1800
GS 3.00° TCH 55			
	6 NM	2.1 NM	2.8 NM
CATEGORY	A	B	C
LPV DA	1142-1	279 (300-1)	NA
LNAV/ VNAV DA	1214-1¼	351 (400-1¼)	NA
LNAV MDA	1280-1	417 (500-1)	1280-1¼ 417 (500-1¼)
CIRCLING	1400-1¼	531 (600-1¼)	1440-1½ 571 (600-1½)

APP CRS	Rwy Idg	6497
212°	TDZE	869
	Apt Elev	869

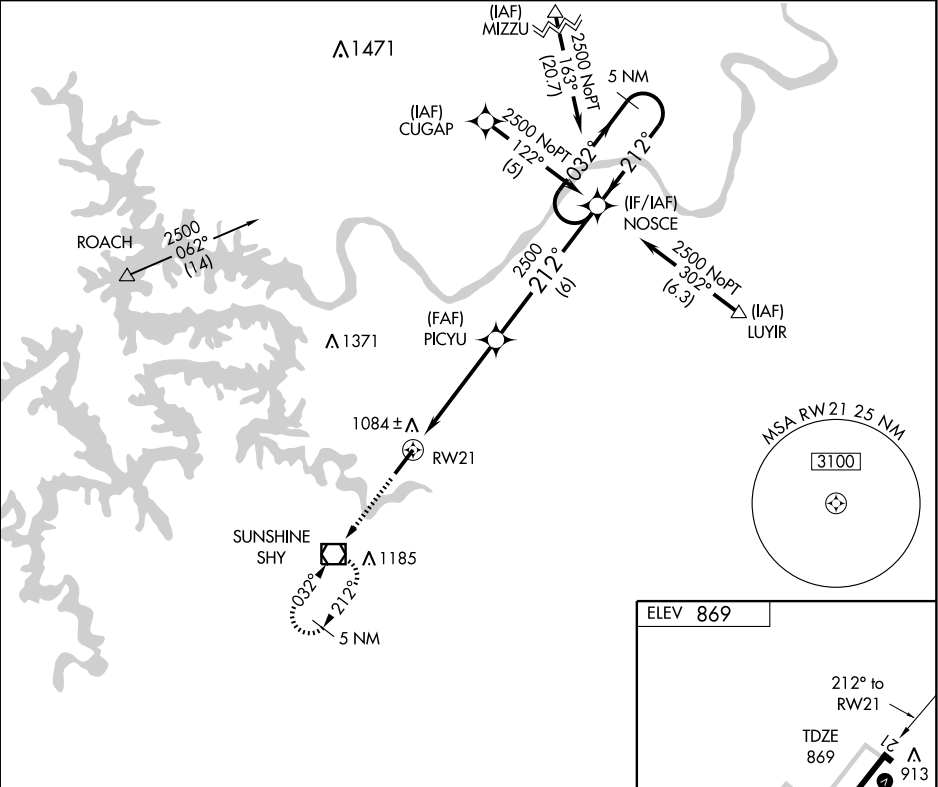
# RNAV (GPS) RWY 21

KAISER/ LEE C. FINE MEMORIAL (AIZ)

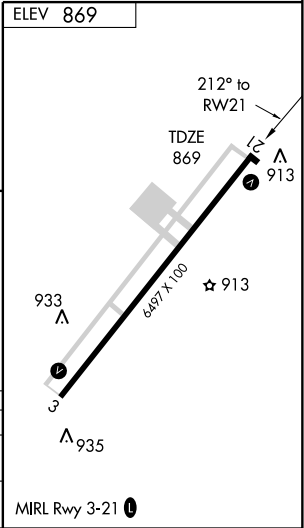
**⚠** DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.  
**⚠** If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet.  
VDP NA when using Rolla/Vichy altimeter setting.  
When VGSi inoperative, circling Rwy 3 NA at night.

MISSED APPROACH: Climb to 3100 direct SHY  
VOR/DME and hold, continue climb-in-hold to 3100.

AWOS-3 135.325	MIZZU APP CON 124.1 353.7	UNICOM 122.8 (CTAF) <b>0</b>
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3100	SHY	PICYU	NOSCE	5 NM Holding Pattern
↑	☐			
		1.4 NM to RW21	212°	032°
		≤ 3.04°	2500	2500
		TCH 42		
		1.4	3.5 NM	6 NM
CATEGORY	A	B	C	D
LNAV MDA	1340-1	471 (500-1)	1340-1¼ 451 (500-1¼)	NA
CIRCLING	1400-1	531 (600-1)	1440-1½ 571 (600-1½)	NA



VOR RWY 3

KAISER/ LEE C. FINE MEMORIAL (AIZ)

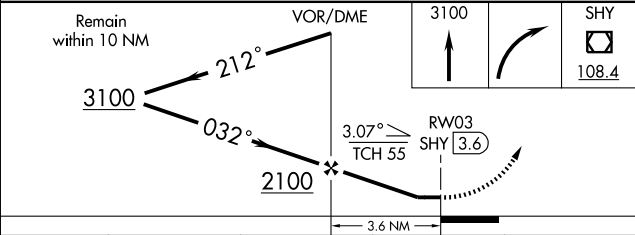
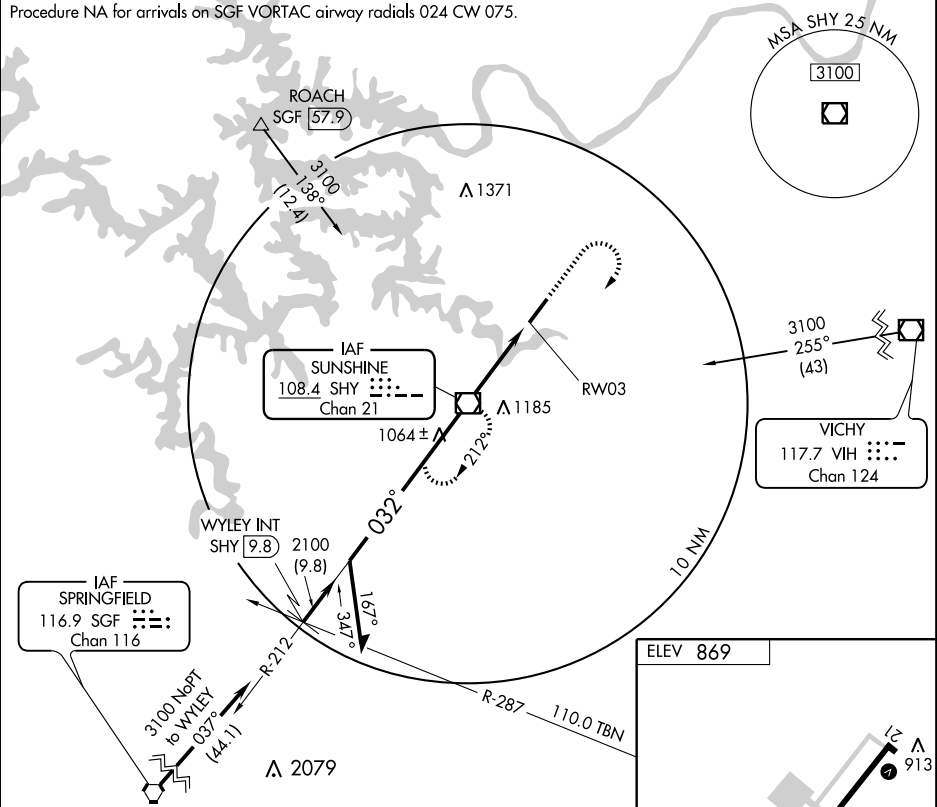
VOR/DME SHY	APP CRS	Rwy Idg	6497
108.4	032°	TDZE	863
Chan 21		Apt Elev	869

If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, straight-in/ circling Rwy 3 NA at night. Visibility reduction by helicopters NA.

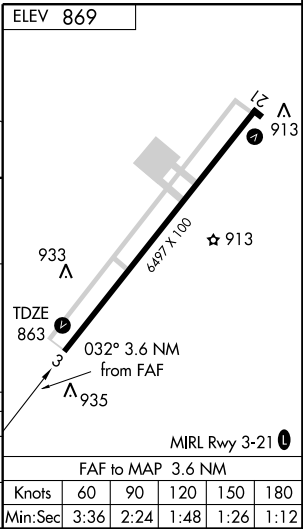
MISSED APPROACH: Climb to 3100 then right turn direct SHY VOR/DME and hold.

AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) 0

Procedure NA for arrivals on SGF VORTAC airway radials 024 CW 075.

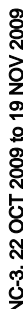


CATEGORY	A	B	C	D
S-3	1320-1	457 (500-1)	1320-1¼ 457 (500-1¼)	NA
CIRCLING	1400-1	531 (600-1)	1440-1½ 571 (600-1½)	NA

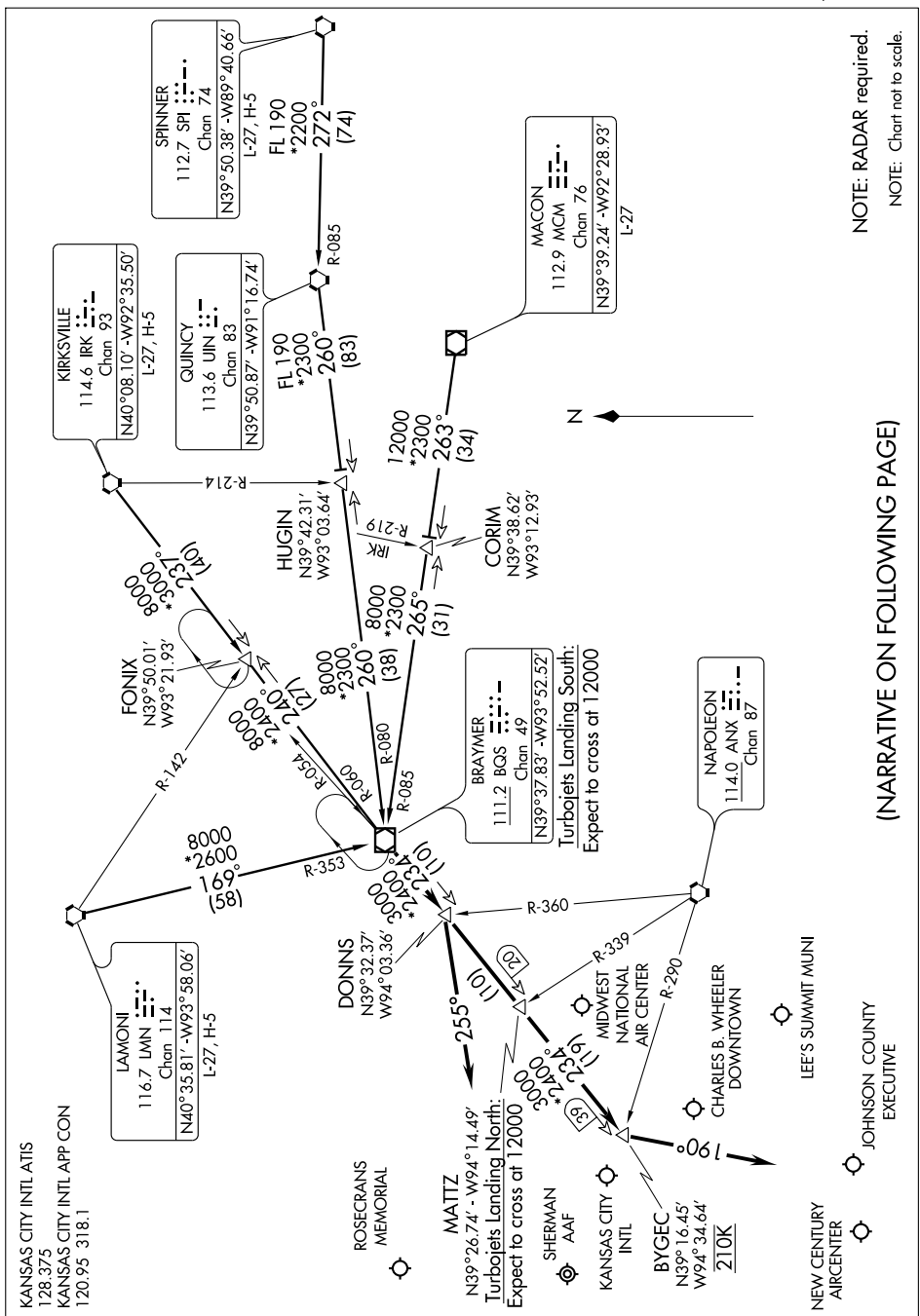


## 07275

KANSAS CITY INTL (MCI)  
KANSAS CITY, MISSOURI







(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

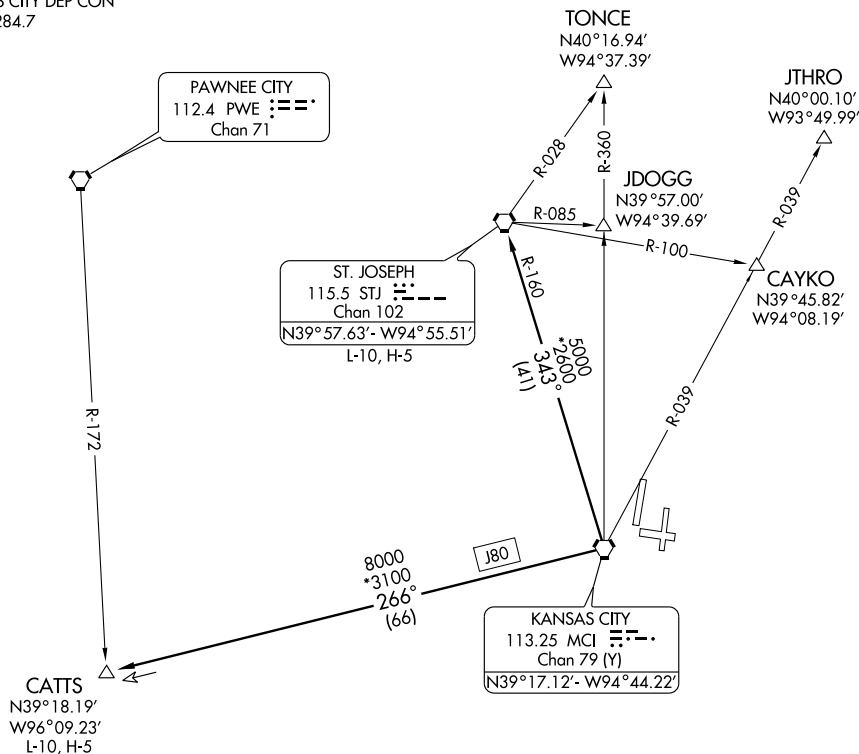
## CHIEF THREE DEPARTURE

SL-780 (FAA)

KANSAS CITY INTL (MCI)

KANSAS CITY, MISSOURI

ATIS 128.375  
 CLNC DEL 135.7  
 KANSAS CITY DEP CON  
 124.7 284.7




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

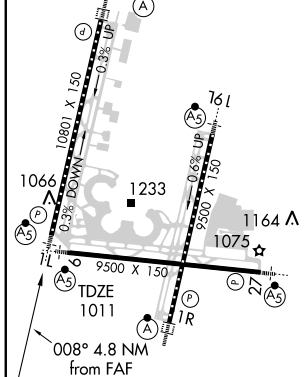
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

<p>Simultaneous approach authorized with Rwy 1R. LOC procedure NA during simultaneous operations.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via heading 290° and MCI R-309 to BOWLR INT/MCI 29 DME and hold.</p>
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ELEV 1026	TDZ/CL Rwys 1L, 1R, 19L and 19R
461	HIRL all Rwys



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

\* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

2000  
4000  
MCI R-309 113.25  
BOWLR  
290°  
VGSJ and ILS glidepath not coincident.

6000  
008°  
\*5000  
\*4000  
\*3000  
2600  
2600

Procedure Turn NA  
GS 3.00°  
TCH 57

2.9 NM 3 NM 3 NM 1.2 NM 4.3 NM 0.5

CATEGORY	A	B	C	D
S-ILS 1L	1211/18 200 (200-½)			
S-LOC 1L	1360/24 349 (400-½)			1360/40 349 (400-¾)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

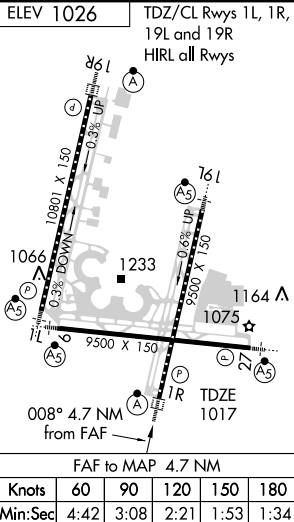
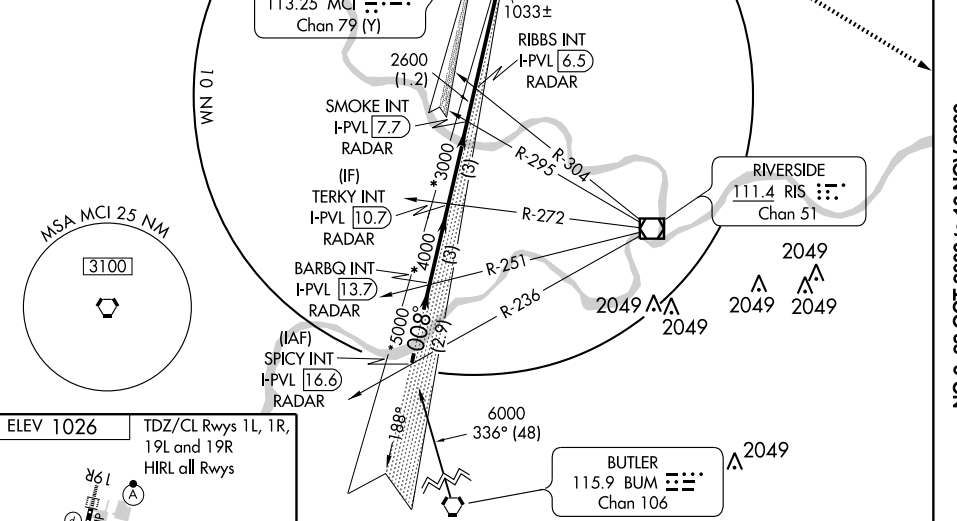
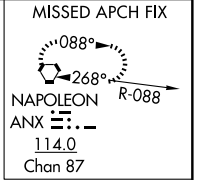
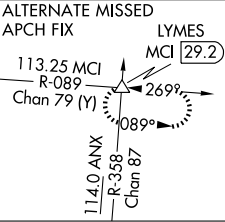
LOC/DME I-PVL <b>110.75</b> Chan <b>44</b> (Y)	APP CRS <b>008°</b>	Rwy Idg TDZE Apt Elev	<b>9500</b> <b>1017</b> <b>1026</b>
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Simultaneous approach authorized with Rwy 1L.  
LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

ATIS <b>128.375</b>	KANSAS CITY APP CON <b>120.95 318.1</b>	INTERNATIONAL TOWER <b>128.2 254.25</b>	GND CON <b>121.8</b>	CLNC DEL <b>135.7</b>
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* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.				1500	4000	ANX
SPICY INT I-PVL 16.6 BARBQ INT I-PVL 13.7 TERKY INT I-PVL 10.7 SMOKE INT I-PVL 7.7 RIBBS INT I-PVL 6.5				VGSI and ILS glidepath not coincident.		
6000 008° 5000 4000 3000 2600 2600				I-PVL 2.6 I-PVL 1.7		
Procedure Turn NA GS 3.00° TCH 59				2.9 NM 3 NM 3 NM 1.2 NM 3.8 NM 0.5 0.3 0.1		
CATEGORY	A	B	C	D		
S-ILS 1R	1217/18 200 (200-½)			1360/40 343 (400-¾)		
S-LOC 1R	1360/24 343 (400-½)			1540-1 514 (600-1) 1540-1½ 514 (600-1½) 1580-2 554 (600-2)		
CIRCLING	1540-1 514 (600-1)			1540-1½ 514 (600-1½) 1580-2 554 (600-2)		

For inoperative MALS, increase S-LOC 9 Cats A/B visibility to RVR 5000.

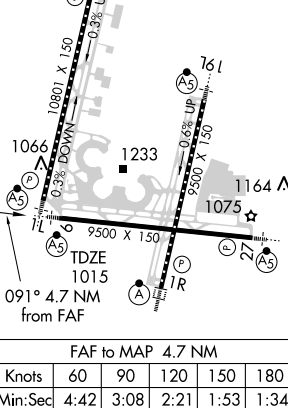
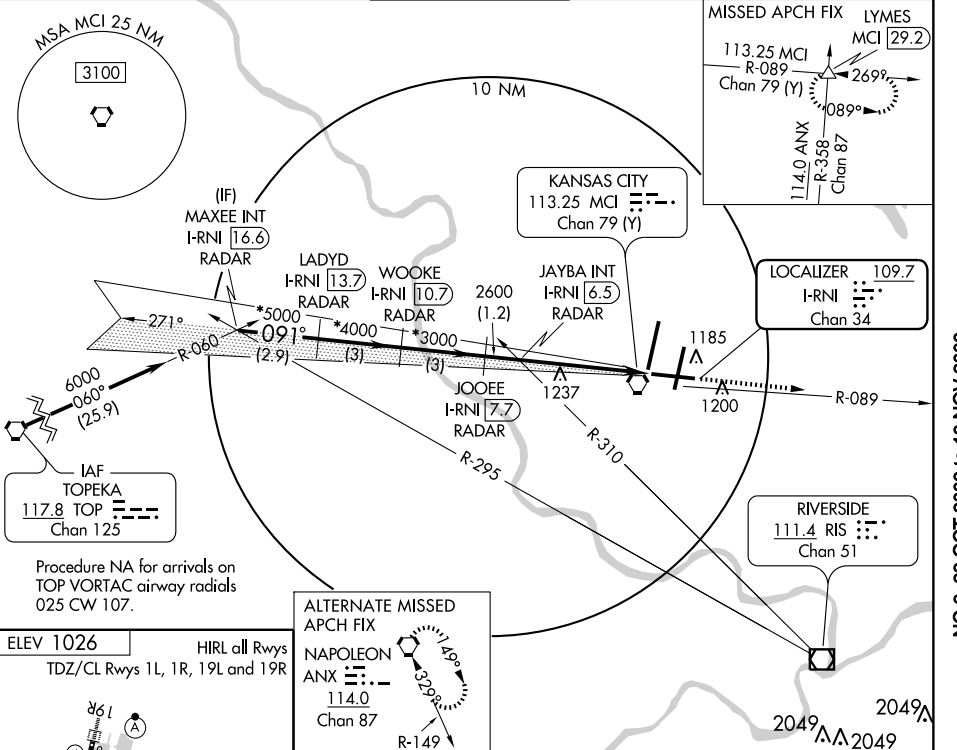
Inoperative table does not apply to S-ILS 9.

DME or RADAR Required.

MALS

MISSED APPROACH: Climb to 4000 via MCI R-089 to LYMES INT/MCI 29.2 DME and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.				
MAXEE INT I-RNI 16.6 RADAR	LADYD I-RNI 13.7 RADAR	WOOKIE I-RNI 10.7 RADAR	JOOEE I-RNI 7.7 RADAR	JAYBA INT I-RNI 6.5 RADAR
6000	091°	*5000	*4000	*3000
GS 3.00° TCH 56	Procedure Turn NA	2600	2600	2600
2.9 NM	3 NM	3 NM	1.2 NM	3.6 NM
CATEGORY	A	B	C	D
S-ILS 9	1265/40 250 (300-¾)			
S-LOC 9	1420/40 405 (400-¾)			
CIRCLING	1540-1	514 (600-1)	1540-1½ 514 (600-1½)	1580-2 554 (600-2)

NC-3 22 OCT 2009 to 19 NOV 2009

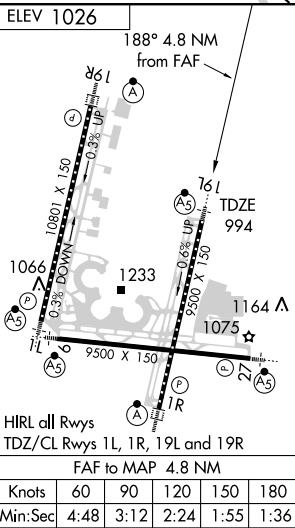
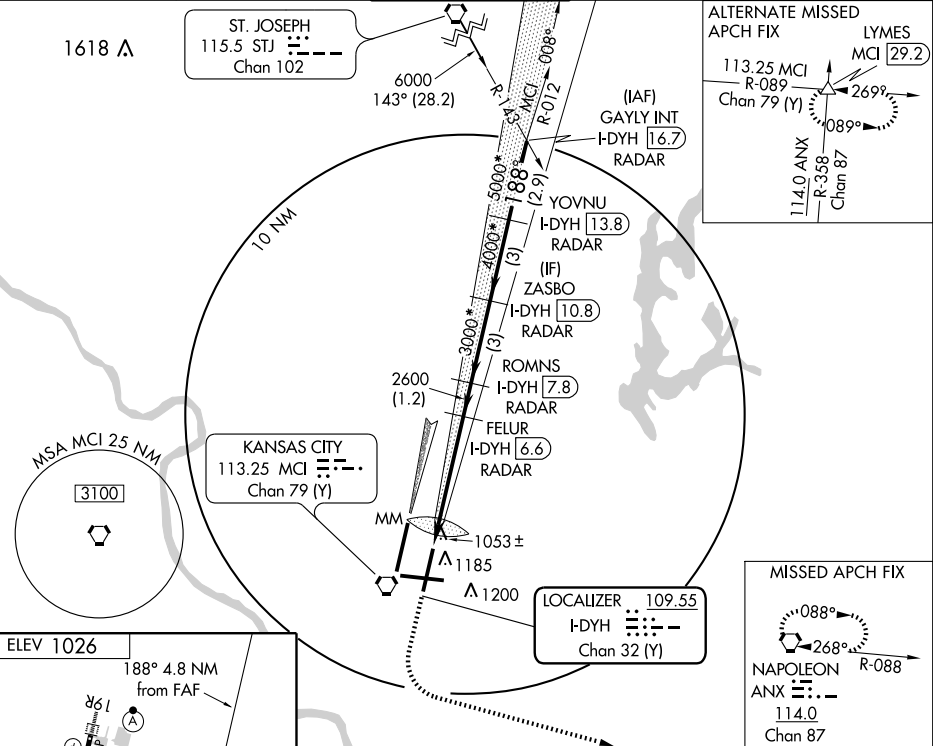
LOC/DME I-DYH <b>109.55</b> Chan <b>32</b> (Y)	APP CRS <b>188°</b>	Rwy Idg TDZE Apt Elev	<b>9500</b> <b>994</b> <b>1026</b>
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For inoperative MALS, increase S-LOC 19L Cat D visibility to RVR 5000.  
Simultaneous approach authorized with Rwy 19R.  
LOC procedures NA during simultaneous operations.  
DME or RADAR required.

MALS

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 direct ANX VORTAC and hold.

ATIS <b>128.375</b>	KANSAS CITY APP CON <b>120.95 318.1</b>	INTERNATIONAL TOWER <b>128.2 254.25</b>	GND CON <b>121.8</b>	CLNC DEL <b>135.7</b>
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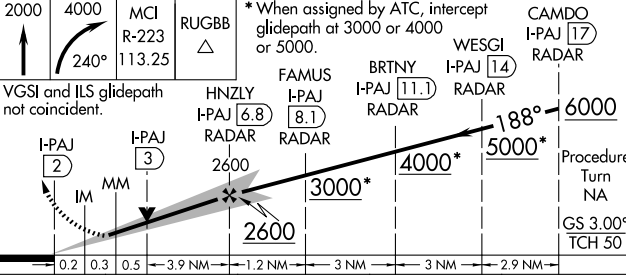
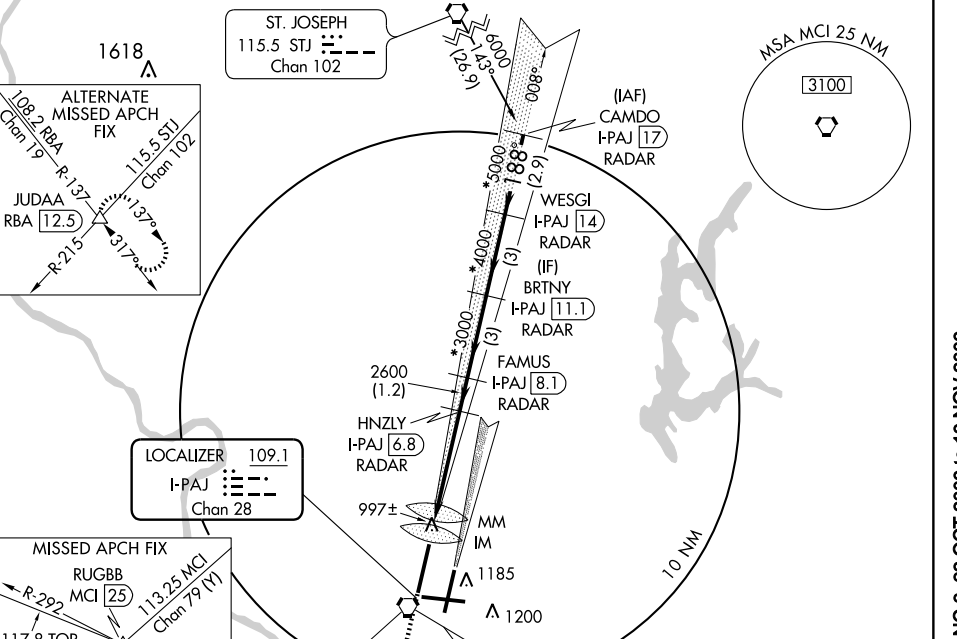
	1500	4000	ANX 114.0	* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.		GAYLY INT I-DYH 16.7	YOVNU I-DYH 13.8	6000
				FELUR I-DYH 6.6	ROMNS I-DYH 7.8	ZASBO I-DYH 10.8	RADAR	Procedure Turn NA
				I-DYH 1.7	I-DYH 2.6			GS 3.00°
								TCH 59
CATEGORY	A							
S-ILS 19L	1194/18 200 (200-½)							
S-LOC 19L	1300/24 306 (300-½)							1300/40 306 (300-¾)
CIRCLING	1540-1 514 (600-1)				1540-1½ 514 (600-1½)		1580-2 554 (600-2)	

Simultaneous approach authorized with Rwy 19L.  
DME or RADAR Required.  
LOC procedure NA during simultaneous operations.

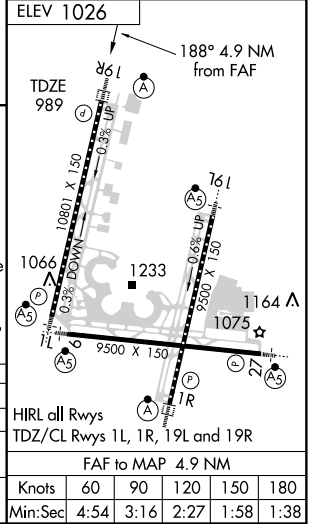
ALSIF-2  
A

MISSED APPROACH: Climb to 2000 then climbing  
right turn to 4000 via heading 240° and MCI R-223  
to RUGBB INT and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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CATEGORY	A	B	C	D
S-ILS 19R	1189/18	200 (200-½)		
S-LOC 19R	1360/24	371 (400-½)	1360/40 371 (400-¾)	
CIRCLING	1540-1 514 (600-1)	1540-1½ 514 (600-1½)	1580-2 554 (600-2)	





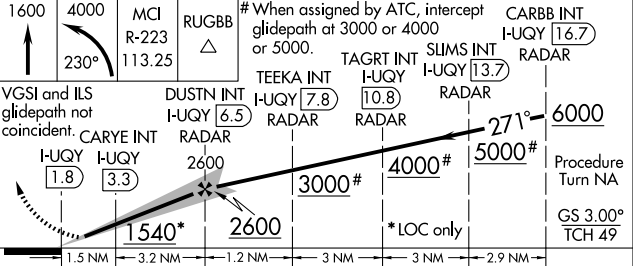
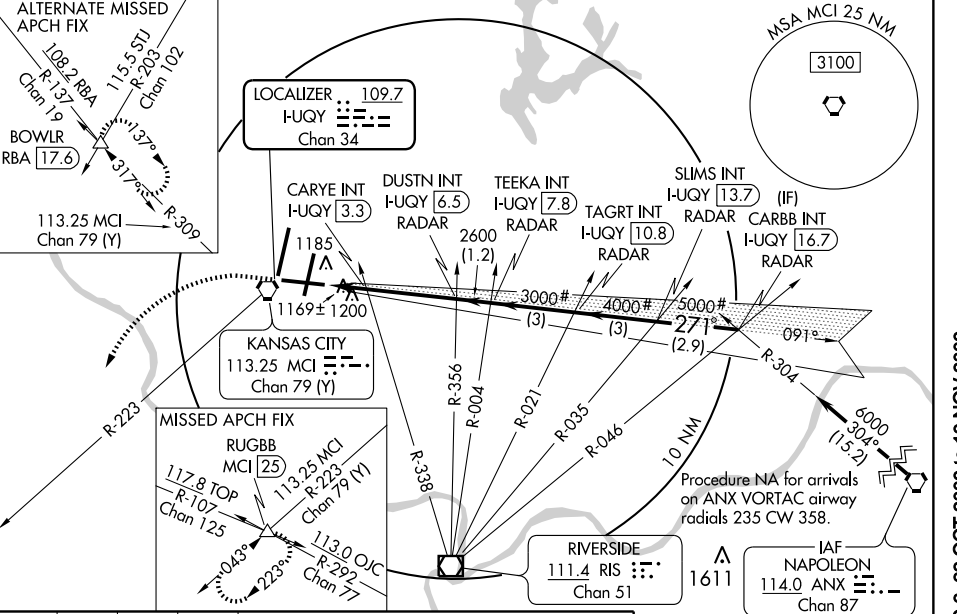
LOC/DME I-UGQY	APP CRS	Rwy Idg	9500
109.7	271°	TDZE	1026
Chan 34		Apt Elev	1026

**\*\* RVR 1800 authorized with use of FD or AP or HUD to DA.**  
For inoperative MALSR, increase S-ILS 27 Cat E visibility to RVR 4000, S-LOC 27 Cat E visibility to 1¾ mile and CARYE FIX Minimums S-LOC 27 Cat E visibility to 1½ mile.

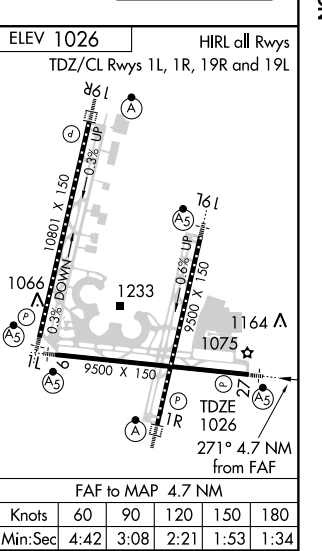
**MALSR**

**MISSED APPROACH:** Climb to 1600 then climbing left turn to 4000 via heading 230° and MCI R-223 to RUGBB INT and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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CATEGORY	A	B	C	D	E
S-ILS 27	** 1226/24 200 (200-½)				1226/24 200 (200-½)
S-LOC 27	1540/24	514 (600-½)	1540/50 514 (600-1)	1540/60	514 (600-1½)
CIRCLING	1540-1	514 (600-1)	1540-1½ 514 (600-1½)	1580-2	554 (600-2)
CARYE FIX MINIMUMS					
S-LOC 27	1440/24	414 (500-½)	1440/40	414 (500-¾)	1440/50 414 (500-1)
CIRCLING	1540-1	514 (600-1)	1540-1½ 514 (600-1½)	1580-2	554 (600-2)



NC-3, 22 OCT 2009 to 19 NOV 2009

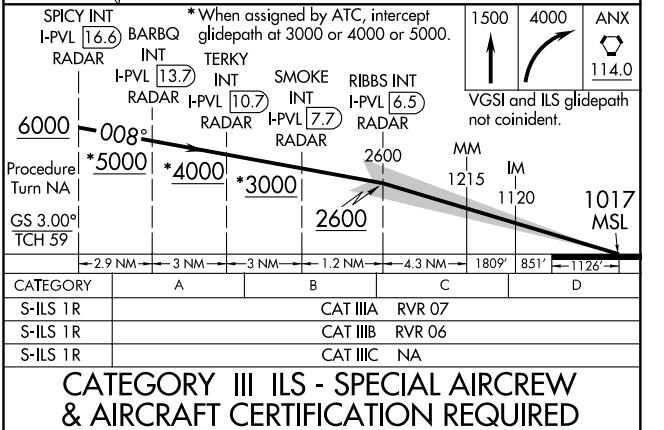
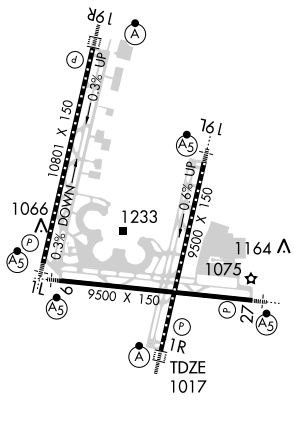
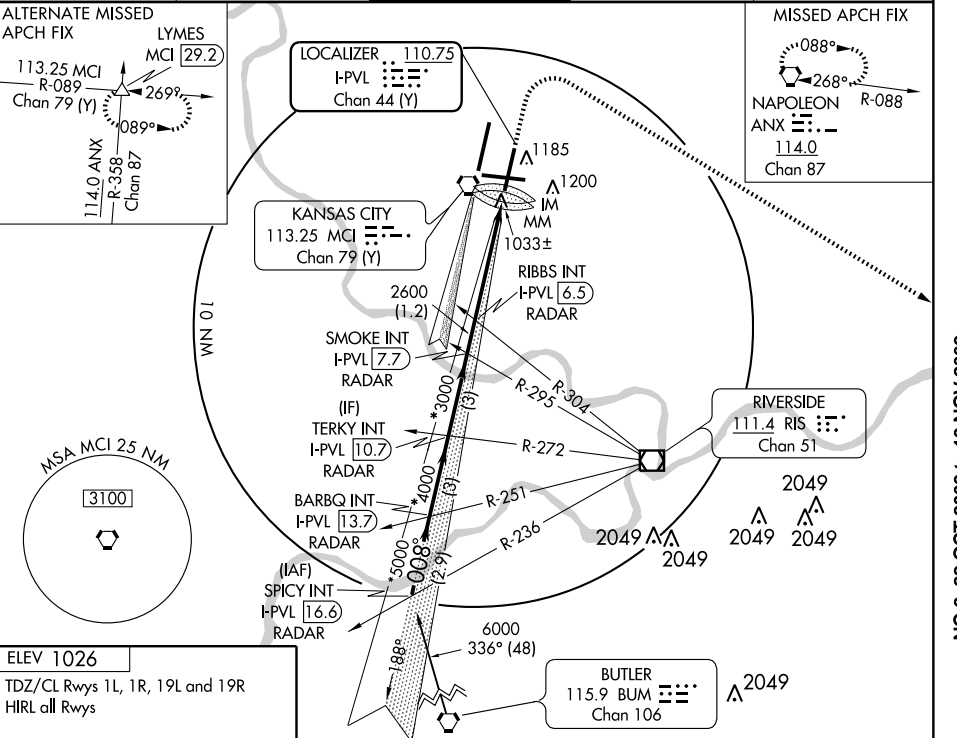


Simultaneous approach authorized with Rwy 1L.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

ATIS <b>128.375</b>	KANSAS CITY APP CON <b>120.95 318.1</b>	INTERNATIONAL TOWER <b>128.2 254.25</b>	GND CON <b>121.8</b>	CLNC DEL <b>135.7</b>
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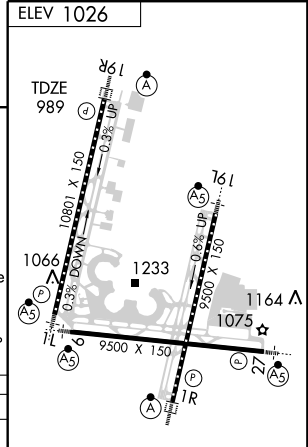
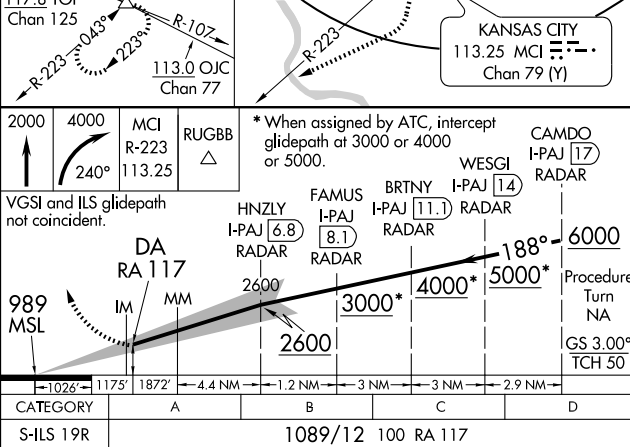
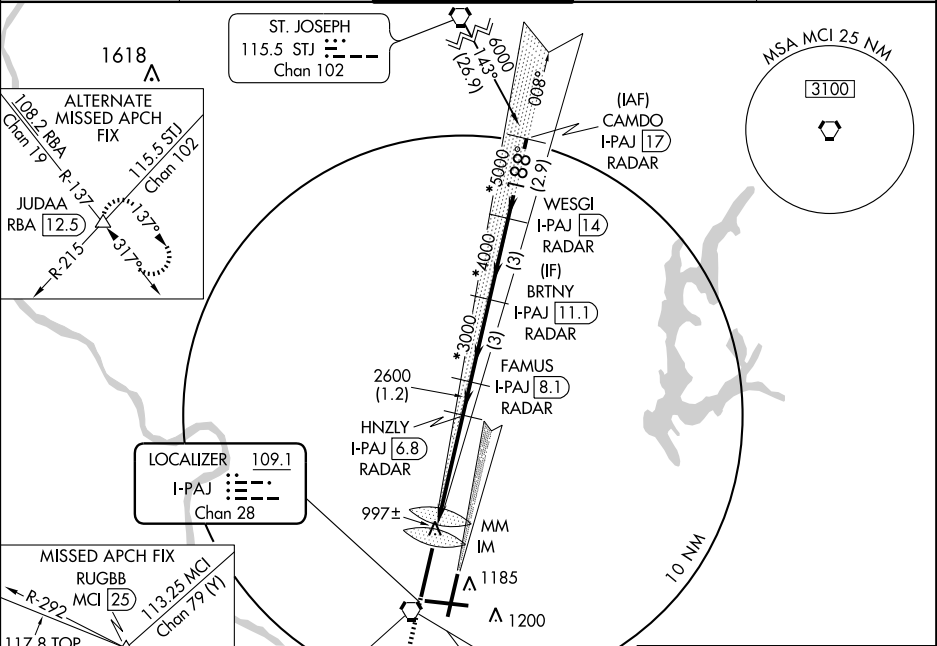
NC-3, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-PAJ <b>109.1</b> Chan <b>28</b>	APP CRS <b>188°</b>	Rwy Idg <b>10801</b> TDZE <b>989</b> Apt Elev <b>1026</b>
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ILS RWY 19R (CAT II)  
KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 19L. DME or RADAR Required.	ALSF-2 	MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.
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ATIS <b>128.375</b>	KANSAS CITY APP CON <b>120.95 318.1</b>	INTERNATIONAL TOWER <b>128.2 254.25</b>	GND CON <b>121.8</b>	CLNC DEL <b>135.7</b>
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**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

HIRL all Rwy's  
TDZ/CL Rwy's 1L, 1R, 19L and 19R

LOC/DME I-PAJ <b>109.1</b> Chan <b>28</b>	APP CRS <b>188°</b>	Rwy Idg <b>10801</b> TDZE <b>989</b> Apt Elev <b>1026</b>
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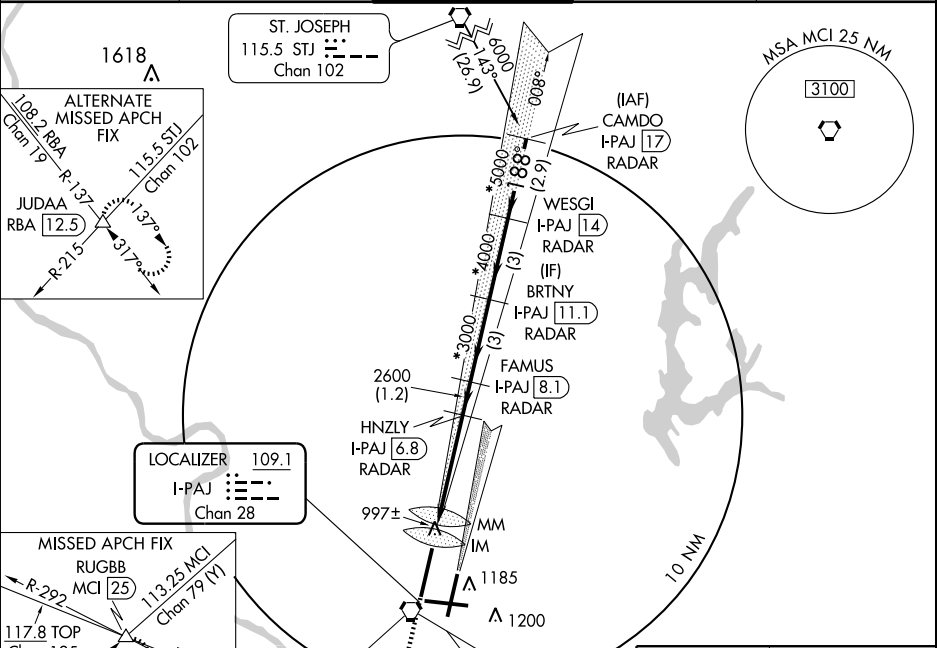
ILS RWY 19R (CAT III)  
KANSAS CITY INTL (MCI)

**Simultaneous approach authorized with Rwy 19L.**  
DME or RADAR Required.

ALSF-2

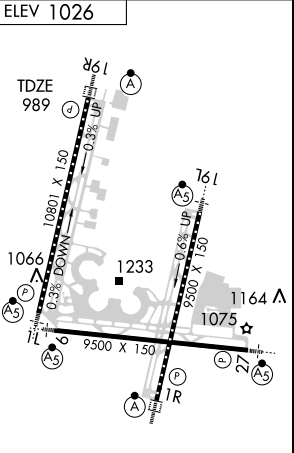
**MISSED APPROACH:** Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.

ATIS <b>128.375</b>	KANSAS CITY APP CON <b>120.95 318.1</b>	INTERNATIONAL TOWER <b>128.2 254.25</b>	GND CON <b>121.8</b>	CLNC DEL <b>135.7</b>
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2000 ↑ VGS and ILS glidepath not coincident.	4000 ↗ 240°	MCI R-223 113.25	RUGBB △	*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.	CAMD I-PAJ [17] RADAR		
989 MSL	1090	1195	2600	3000*	4000*	5000*	6000
1026	1044	2003	4.4 NM	1.2 NM	3 NM	3 NM	2.9 NM
CATEGORY	A	B	C	D			
S-ILS 19R	CAT IIIA RVR 07						
S-ILS 19R	CAT IIIB RVR 06						
S-ILS 19R	CAT IIIC NA						

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

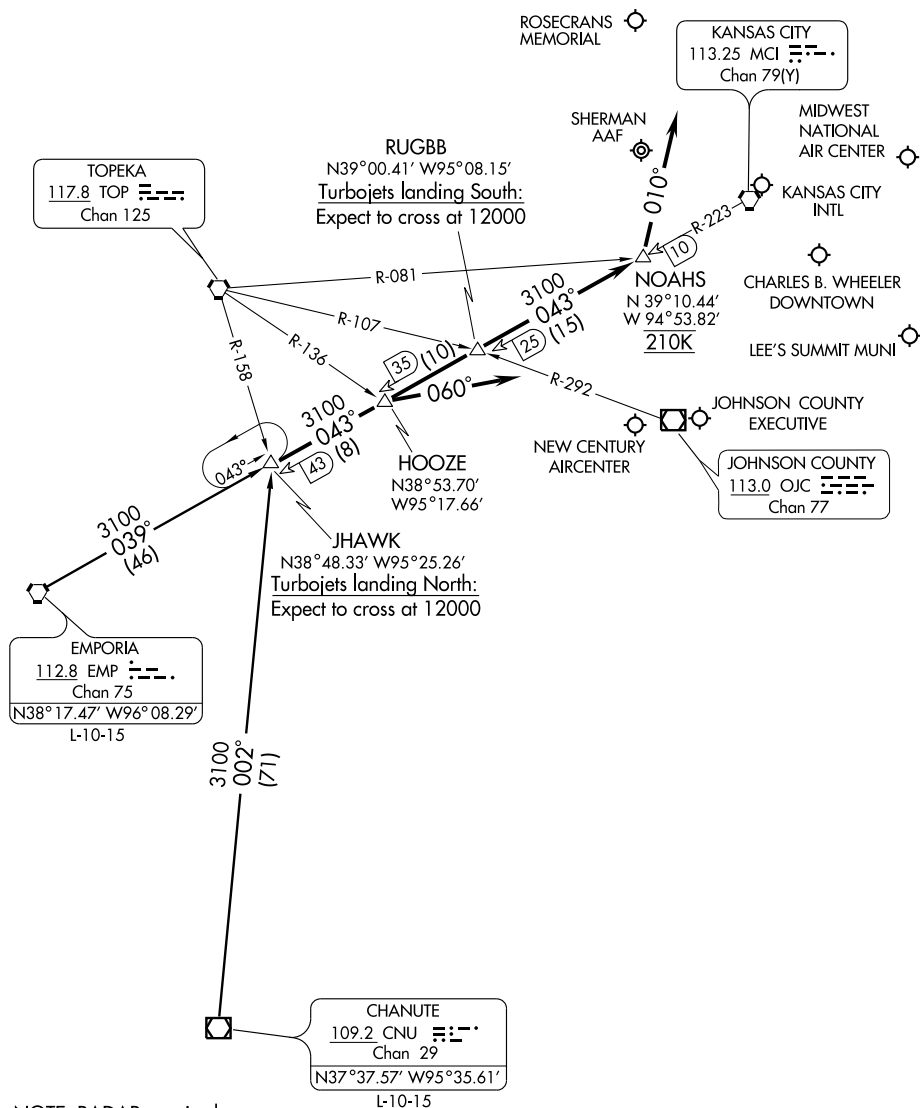


HIRL all Rwy's  
TDZ/CL Rwy's 1L, 1R, 19L and 19R

## JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS  
128.375  
KANSAS CITY APP CON  
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

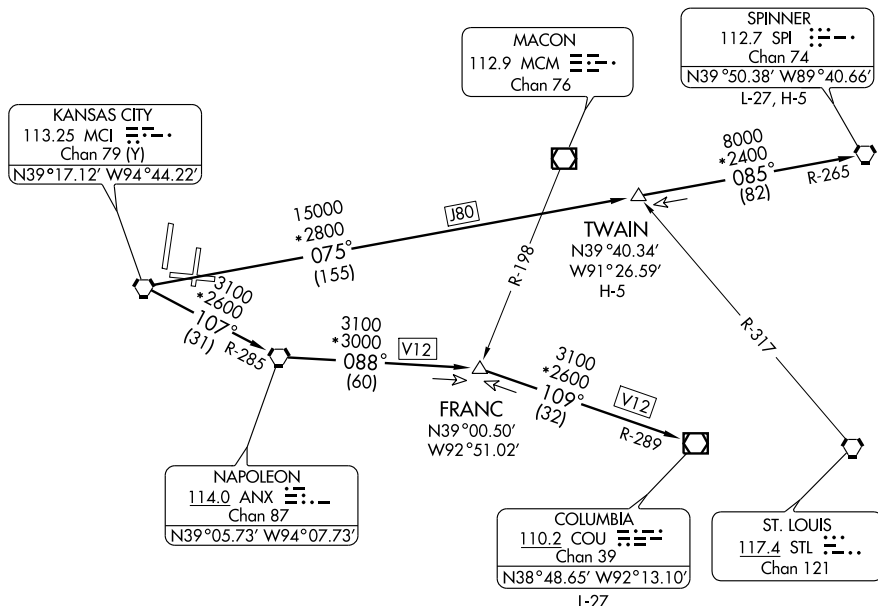
....Expect radar vectors to final approach course.

## LAKES FIVE DEPARTURE

SL-780 (FAA)

KANSAS CITY INTL (MCI)  
KANSAS CITY, MISSOURI

ATIS 128.375  
CLNC DEL 135.7  
KANSAS CITY DEP CON  
123.95 318.1



## TAKE-OFF MINIMUMS

Rwy 1L, 1R, 9, 19R, 19L, 27: Standard.

## TAKE-OFF OBSTACLE NOTES

Rwy 1R: Tree 1653' from DER, 661' left of centerline, 60' AGL/1019' MSL.

Rwy 9: Tree 4544' from DER, 638' right of centerline, 100' AGL/1159' MSL.

Rwy 27: Trees beginning 1066' from DER, across centerline, up to 86' AGL/1095' MSL.

NOTE: Chart not to scale

NOTE: RADAR required.

NOTE: DME required for TWAIN and SPINNER transitions.



## DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

**COLUMBIA TRANSITION (LAKES5.COU):** From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

**SPINNER TRANSITION (LAKES5.SPI):** From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

**TWAIN TRANSITION (LAKES5.TWAIN):** From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.



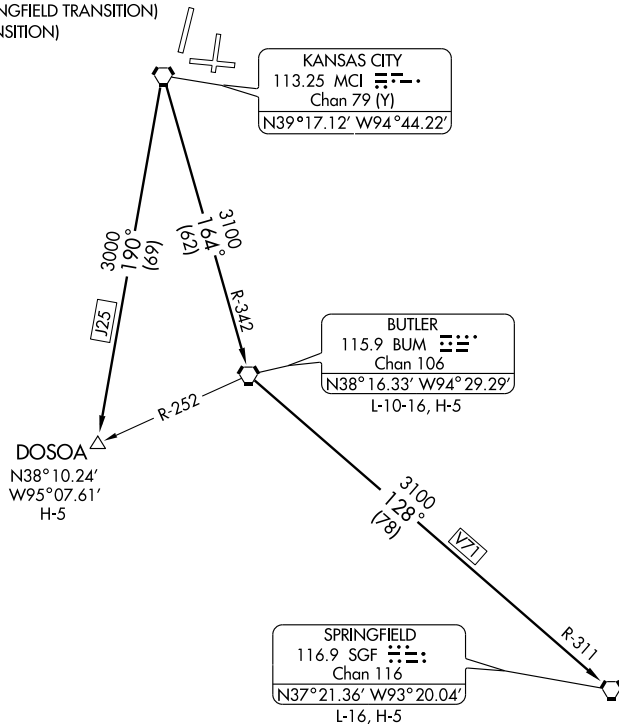
ATIS 128.375

CLNC DEL 135.7

KANSAS CITY DEP CON

123.95 318.1 (BUTLER/SPRINGFIELD TRANSITION)

124.7 284.7 (DOSOA TRANSITION)



NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.


**BUTLER TRANSITION (RACER3.BUM):** From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

**DOSOA TRANSITION (RACER3.DOSOA):** From over MCI VORTAC via MCI R-190 to DOSOA INT.

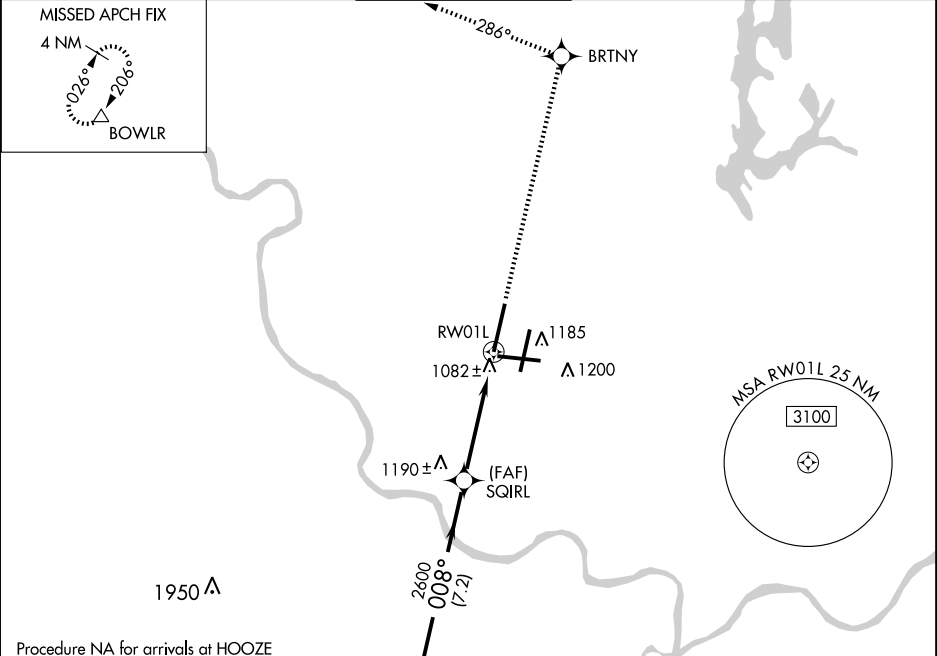
**SPRINGFIELD TRANSITION (RACER3.SGF):** From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

WAAS CH <b>42808</b> <b>W01B</b>	APP CRS <b>008°</b>	Rwy Idg TDZE <b>1011</b> Apt Elev <b>1026</b>
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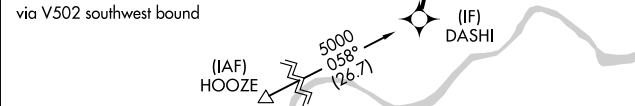
RNAV (GPS) Y RWY 1L  
KANSAS CITY INTL (MCI)

<b>▼</b> For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA.	MALSR 	MISSED APPROACH: Climb to 4000 direct BRTNY and via 286° track to BOWLR and hold.
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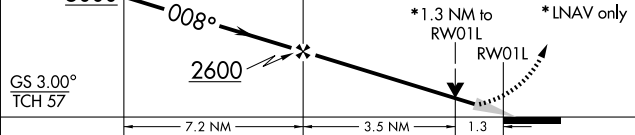
ATIS <b>128.375</b>	KANSAS CITY APP CON <b>120.95 318.1</b>	INTERNATIONAL TOWER <b>128.2 254.25</b>	GND CON <b>121.8</b>	CLNC DEL <b>135.7</b>
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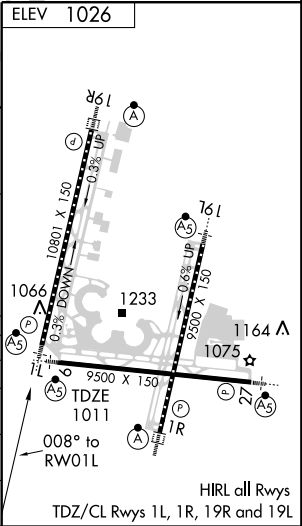
Procedure NA for arrivals at HOOZE  
via V502 southwest bound



Procedure	DASHI	VGSI and RNAV glidepath not coincident.	4000	BRTNY	286° track	BOWLR
Turn NA						



CATEGORY	A	B	C	D
LPV DA	1304/24	293 (300-½)		
LNAV/VNAV DA	1420/50	409 (400-1)		
LNAV MDA	1480/24 469 (500-½)	1480/40 469 (500-¾)	1480/50 469 (500-1)	
CIRCLING	1540-1 514 (600-1)	1540-1½ 514 (600-1½)	1580-2 554 (600-2)	

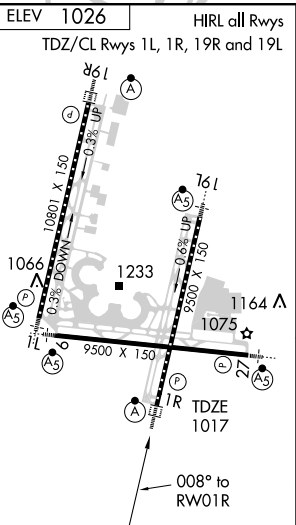
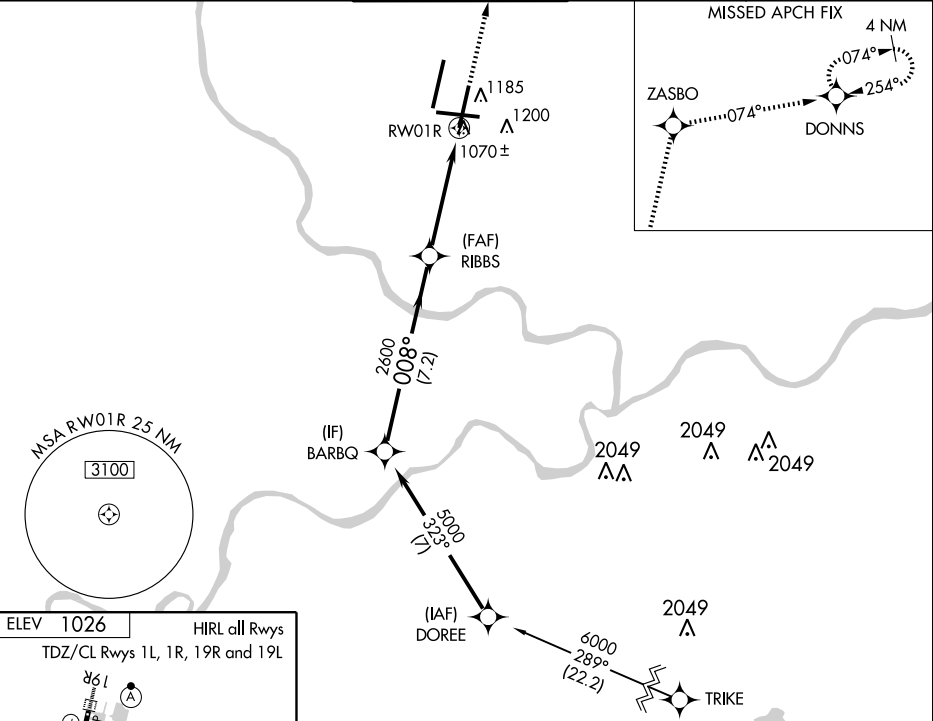


WAAS CH <b>58208</b> <b>W01A</b>	APP CRS <b>008°</b>	Rwy Idg TDZE Apt Elev	<b>9500</b> <b>1017</b> <b>1026</b>
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RNAV (GPS) Y RWY 1R  
KANSAS CITY INTL (MCI)

<b>▽</b> DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). For inoperative ALSF, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5000, LNAV Cat E visibility to RVR 6000.	ALSF-2 	MISSED APPROACH: Climb to 4000 direct ZASBO and via 074° track direct DONNS and hold
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ATIS <b>128.375</b>	KANSAS CITY APP CON <b>120.95 318.1</b>	INTERNATIONAL TOWER <b>128.2 254.25</b>	GND CON <b>121.8</b>	CLNC DEL <b>135.7</b>
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Procedure	BARBQ	VGSI and RNAV glidepath not coincident.	4000	ZASBO	074° track	DONNS
Turn NA	5000					
GS 3.00°	008°					
TCH 59	2600					
	7.2 NM	3.7 NM	1 NM			
CATEGORY	A	B	C	D	E	
LPV DA	1267/24 250 (300-1/2)					
LNAV/VNAV DA	1326/24 309 (300-1/2)		1326/40 309 (300-3/4)			
LNAV MDA	1400/24 383 (400-1/2)		1400/50 383 (400-1)			
CIRCLING	1540-1 514 (600-1)		1540-1/2 514 (600-1/2)		1580-2 554 (600-2)	

WAAS

CH 56608

W09A

APP CRS

091°

Rwy Idg

9500

TDZE

1015

Apt Elev

1026

▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).  
DME/DME RNP-0.3 NA  
For inoperative MALSR, increase LNAV Cats. A and B visibility to RVR 5000 and Cat. E visibility to 1¾ mile.  
Inoperative table does not apply to LPV and LNAV/VNAV.

MALSR

MISSED APPROACH: Climb to 4000 direct DUSTN and via 089° track to LYMES and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

HOOZE Procedure NA for arrivals at HOOZE via V502 southwest bound.

	LADYD	JAYBA	4000	DUSTN	089° track	LYMES
	5000					
Procedure Turn NA	091°					
GS 3.00°						
TCH 56						
	7.2 NM	3.3 NM	1.4 NM			
CATEGORY	A	B	C	D	E	
LPV DA	1315/50 300 (300-1)					
LNAV/VNAV DA	1419-1½ 404 (400-1½)					
LNAV MDA	1500/40 485 (500-¾)		1500/50 485 (500-1)		1500/60 485 (500-1¼)	
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)		1580-2 554 (600-2)	

NC-3. 22 OCT 2009 to 19 NOV 2009

WAAS CH <b>82108</b> <b>W19A</b>	APP CRS <b>188°</b>	Rwy Idg TDZE Apt Elev	<b>9500</b> <b>994</b> <b>1026</b>
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# RNAV (GPS) Y RWY 19L

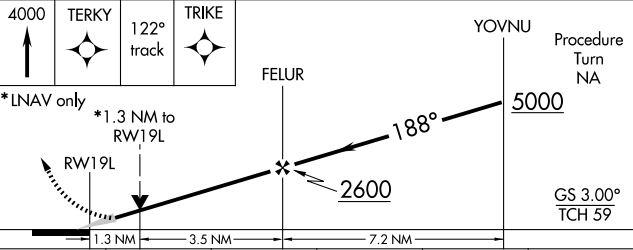
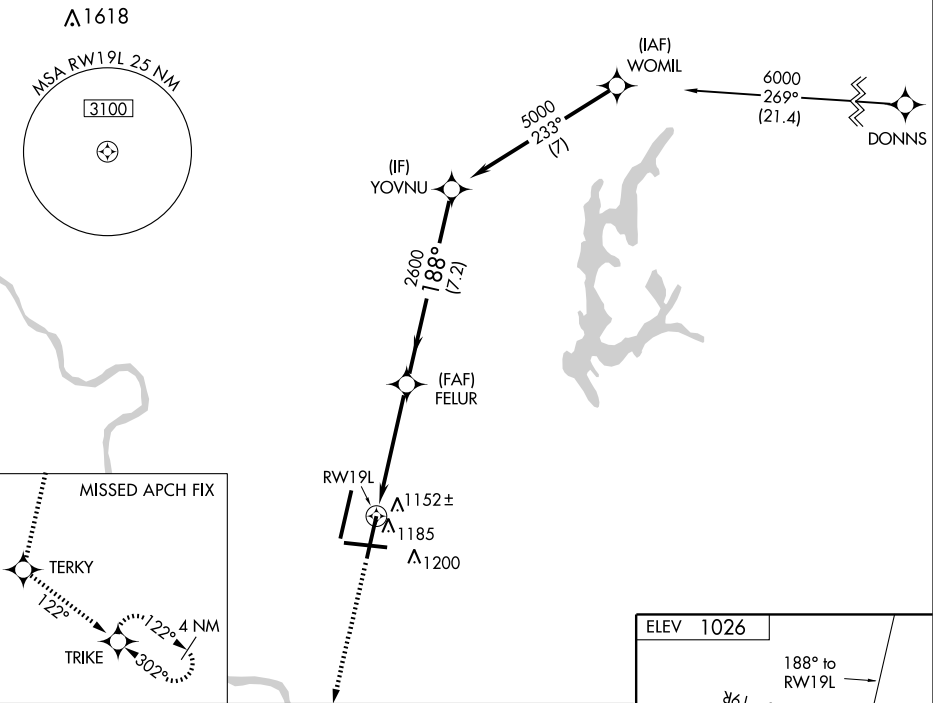
KANSAS CITY INTL (MCT)

**DME/DME RNP-0.3 NA.**  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).  
For inoperative MALSRS increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ mile, LNAV Cat E visibility to 1½ mile.

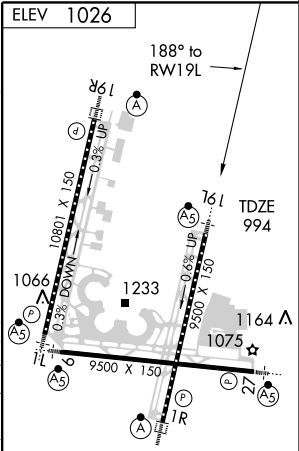


**MISSED APPROACH:** Climb to 4000 direct TERKY and via 122° track direct TRIKE and hold.

ATIS <b>128.375</b>	KANSAS CITY APP CON <b>120.95 318.1</b>	INTERNATIONAL TOWER <b>128.2 254.25</b>	GND CON <b>121.8</b>	CLNC DEL <b>135.7</b>
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CATEGORY	A	B	C	D	E
LPV DA	1244/24 250 (300-½)				
LNAV/VNAV DA	1397/50 403 (400-1)				
LNAV MDA	1440/24 446 (500-½)	1440/40 446 (500-¾)	1440/50 446 (500-1)		
CIRCLING	1540-1 514 (600-1)	1540-1½ 514 (600-1½)	1580-2 554 (600-2)		



HIRL all Rwy's  
TDZ/CL Rwy's 1L, 1R, 19R and 19L

WAAS CH <b>72908</b> <b>W19B</b>	APP CRS <b>188°</b>	Rwy Idg TDZE Apt Elev	<b>10801</b> <b>989</b> <b>1026</b>
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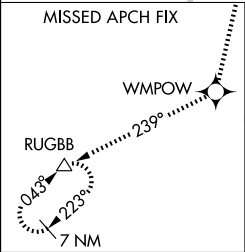
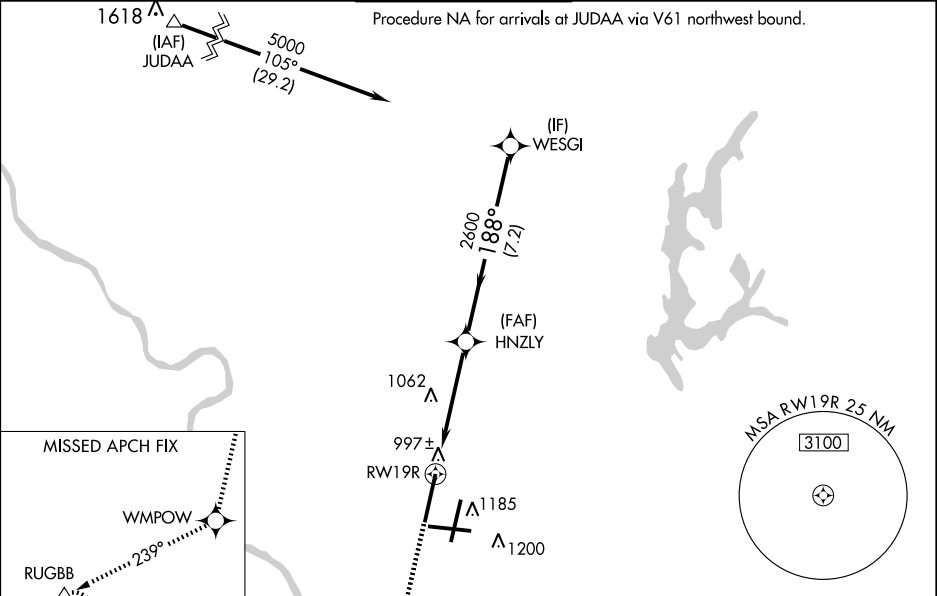
RNAV (GPS) Y RWY 19R  
KANSAS CITY INTL (MCI)

**⚠** For inoperative ALSF, increase LPV all Cats visibility to RVR 5000, increase LNAV/VNAV Cats D/E visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).  
DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct WMPOW and via 239° track to RUGBB and hold.

ATIS <b>128.375</b>	KANSAS CITY APP CON <b>120.95 318.1</b>	INTERNATIONAL TOWER <b>128.2 254.25</b>	GND CON <b>121.8</b>	CLNC DEL <b>135.7</b>
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4000

WMPOW

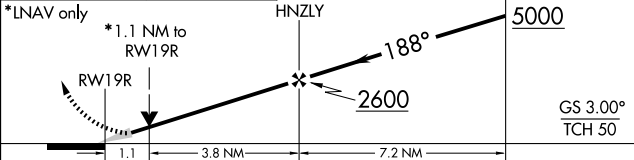
239° track

RUGBB

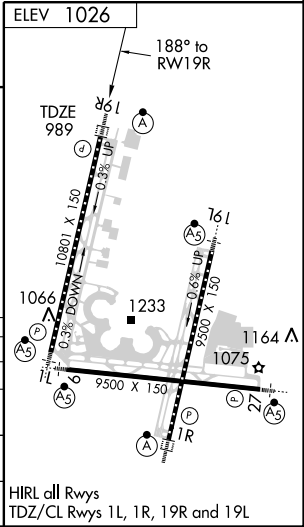
VGSI and RNAV glidepath not coincident.

WESGI

Procedure Turn NA



CATEGORY	A	B	C	D	E
LPV DA	1239/24 250 (300-½)				
LNAV/VNAV DA	1260/24 271 (300-½)		1260/40 271 (300-¾)		
LNAV MDA	1380/24 391 (400-½)		1380/50 391 (400-1)		
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	



▼

For inoperative MALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1¼ mile and LNAV Cat E visibility to 1½ mile.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH: Climb to 4000 direct WOOKE and via 322° track to BOWLR and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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MISSED APCH FIX

4 NM

WOOKE

322°

CARYE

1185

1.5 NM to RW27

1204 ±

(FAF) DUSTN

2600

271° (7.2)

(IF) SLIMS

5000

316°

(IAF) BUFFE

6000

343° (20.6)

TRIKE

2049

2049

2049

MSA RW27 25 NM

3100

ELEV 1026

1066

10801 X 150

0.3% UP

0.3% DOWN

1233

9500 X 150

0.6% UP

0.6% DOWN

1164

1075

TDZE 1026

1R

271° to RW27

4000	WOOKE	322° track	BOWLR	VGSI and RNAV glidepath not coincident.	SLIMS	Procedure Turn NA
*LNAV only		CARYE 1.5 NM to RW27				
		1540*			2600	271°
	1.5	3.2 NM	7.2 NM		5000	GS 3.00° TCH 49
CATEGORY	A	B	C	D	E	
LPV DA		1276/24	250 (300-½)			
LNAV/VNAV DA		1495/60	469 (500-¾)			
LNAV MDA	1460/24	434 (500-½)	1460/40 434 (500-¾)	1460/50	434 (500-1)	
CIRCLING	1540-1	514 (600-1)	1540-1½ 514 (600-1½)	1580-2	554 (600-2)	

HIRL all Rwys

TDZ/CL Rws 1L, 1R, 19R and 19L

NC-3: 22 OCT 2009 to 19 NOV 2009

RNAV (RNP) Z RWY 1L  
KANSAS CITY INTL (MCI)

MALSR



**MISSED APPROACH:** Climb to 4000 via 008° track to BRTNY and 286° track to BOWLR and hold.

MISSED APCH FIX

4 NM

026°

20°

BOWL R

BRTNY

286° (25.2)

008° (10.9)

RW01L

1082 ±

1185

1200

008° (4.8)

(FAF) SQIRL

2600

008° (7.2)

1950 A

MSA RW01L 25 NM

3100

Procedure NA for arrivals at HOOZE  
via V502 southwest bound

Procedure Turn NA

DASHI

VGSI and RNAV glidepath not coincident.

4000

BRTNY

286° track

BOWL R

5000

008°

SQIRL

2600

GP 3.00°

TCH 57

2600

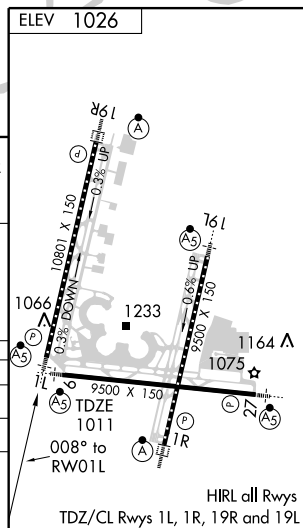
RW01L

7.2 NM

4.8 NM

CATEGORY	A	B	C	D
RNP 0.19 DA*		1261/24	250 (300-1/2)	
RNP 0.30 DA		1371/40	360 (400-3/4)	

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**





APP CRS <b>008°</b>	Rwy ldg <b>9500</b> TDZE <b>1016</b> Apt Elev <b>1026</b>
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# RNAV (RNP) Z RWY 1R

KANSAS CITY INTL (MCI)

**GPS required.**  
**NA** For uncompensated Baro-VNAV systems, procedure NA below -1°C (29°F) or above 46°C (115°F).  
 For inoperative ALSF increase RNP 0.15 visibility to RVR 5000, and RNP 0.30 visibility to RVR 6000.

ALSF-2



**MISSED APPROACH:** Climb to 4000 via 008° track to ZASBO and via 074° track to DONNS and hold

ATIS  
**128.375**

KANSAS CITY APP CON  
**120.95 318.1**

INTERNATIONAL TOWER  
**128.2 254.25**

GND CON  
**121.8**

CLNC DEL  
**135.7**

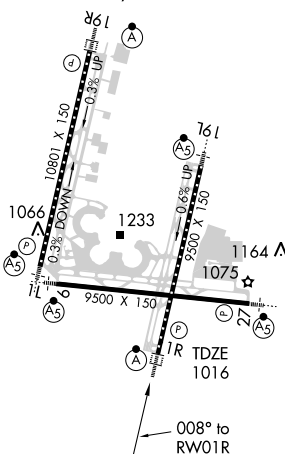
MSA RW01R 25 NM

3100

ELEV 1026

HIRL all Rwy's

TDZ/CL Rwy's 1L, 1R, 19R and 19L



Procedure  
Turn  
NA

VGSI and RNAV glidepath  
not coincident.

5000

008°

4000

008°

ZASBO

074° track

DONNS

GP 3.00°

TCH 59

RIBBS

2600

RW01R

7.2 NM

4.7 NM

CATEGORY

A

B

C

D

RNP 0.15 DA

1285/24 268 (300-1/2)

RNP 0.30 DA

1324/24 307 (300-1/2)

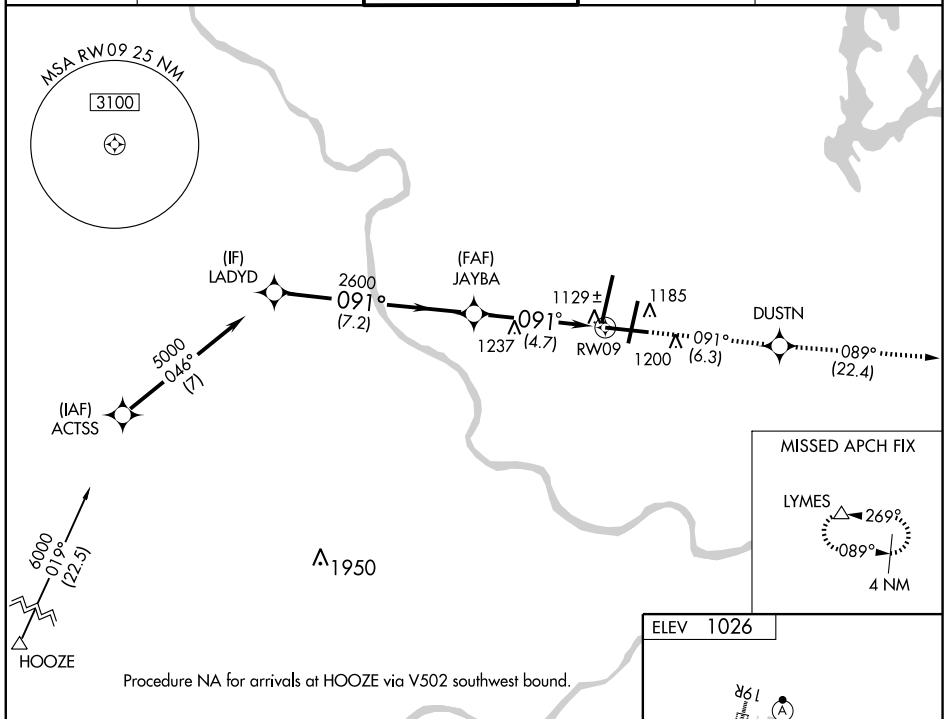
**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**

# RNAV (RNP) Z RWY 9

KANSAS CITY INTL (MCI)

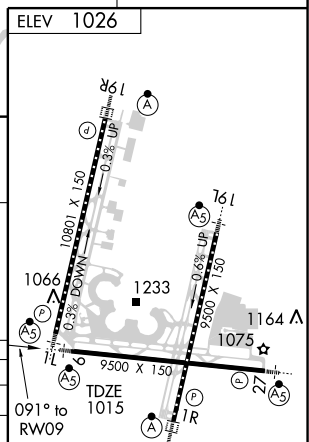
<b>GPS required.</b> <b>NA</b> For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 46°C (114°F). For inoperative MALSR, increase RNP 0.15 and 0.30 visibility to RVR 6000.	<b>APP CRS</b> <b>091°</b>	<b>Rwy Idg</b> <b>TDZE</b> <b>Apt Elev</b> <b>9500</b> <b>1015</b> <b>1026</b>	<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climb to 4000 via 091° track to DUSTN and via 089° track to LYMES and hold.
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<b>ATIS</b> <b>128.375</b>	<b>KANSAS CITY APP CON</b> <b>120.95 318.1</b>	<b>INTERNATIONAL TOWER</b> <b>128.2 254.25</b>	<b>GND CON</b> <b>121.8</b>	<b>CLNC DEL</b> <b>135.7</b>
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	LADYD	4000 ↑ 091°	DUSTN ↑ 091°	089° track	LYMES △
	5000	JAYBA 2600	RW09		
Procedure Turn NA	GP 3.00°				
TCH 56					
	7.2 NM	4.7 NM			
CATEGORY	A	B	C	D	
RNP 0.15 DA		1355/40	340 (400-¾)		
RNP 0.30 DA		1392/40	377 (400-¾)		

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**





HIRL all Rwys  
TDZ/CL Rws 1L, 1R, 19R and 19L

APP CRS <b>188°</b>	Rwy Idg TDZE Apt Elev	<b>9500</b> <b>994</b> <b>1026</b>
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## RNAV (RNP) Z RWY 19L

KANSAS CITY INTL (MCI)

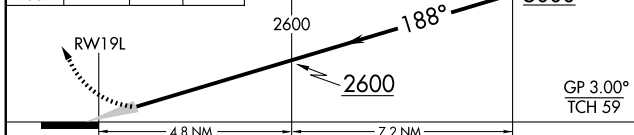
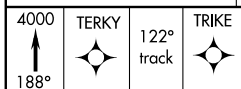
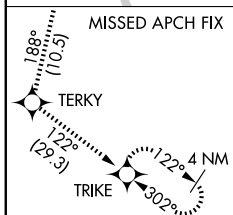
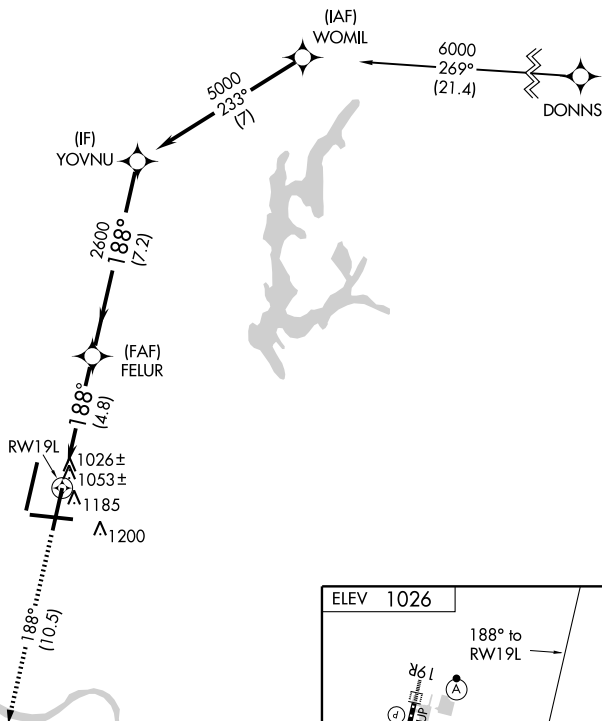
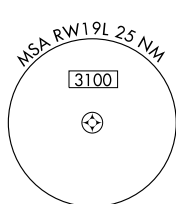
	GPS required.
 NA	For uncompensated Baro-VNAV systems, procedure NA below -1°C (29°F) or above 46°C (116°F). For inoperative MALS R increase RNP 0.15 visibility to RVR 6000, and RNP 0.30 visibility to 1½ mile.



**MISSED APPROACH:** Climb to 4000 via 188° track to TERKY and via 122° track to TRIKE and hold.

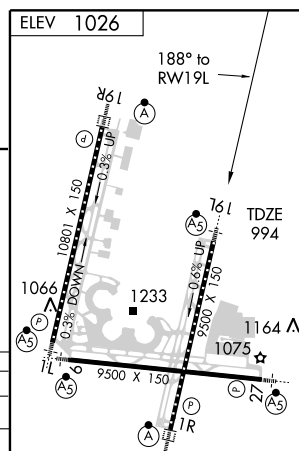
ATIS <b>128.375</b>	KANSAS CITY APP CON <b>120.95 318.1</b>	INTERNATIONAL TOWER <b>128.2 254.25</b>	GND CON <b>121.8</b>	CLNC DEL <b>135.7</b>
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A1618



CATEGORY	A	B	C	D
RNP 0.15 DA		1302/40	308 (300-34)	
RNP 0.30 DA		1417/50	423 (400-1)	

**SPECIAL AIRCRAFT & AIRCREW  
AUTHORIZATION REQUIRED**



HIRL all Rwy's  
TDZ/CL Rwy's 1L, 1R, 19R and 19L



GPS required.

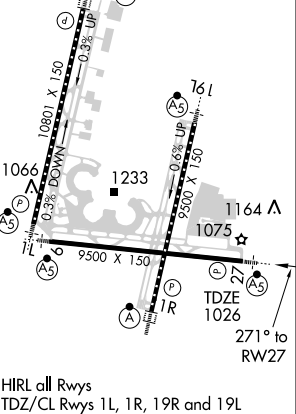
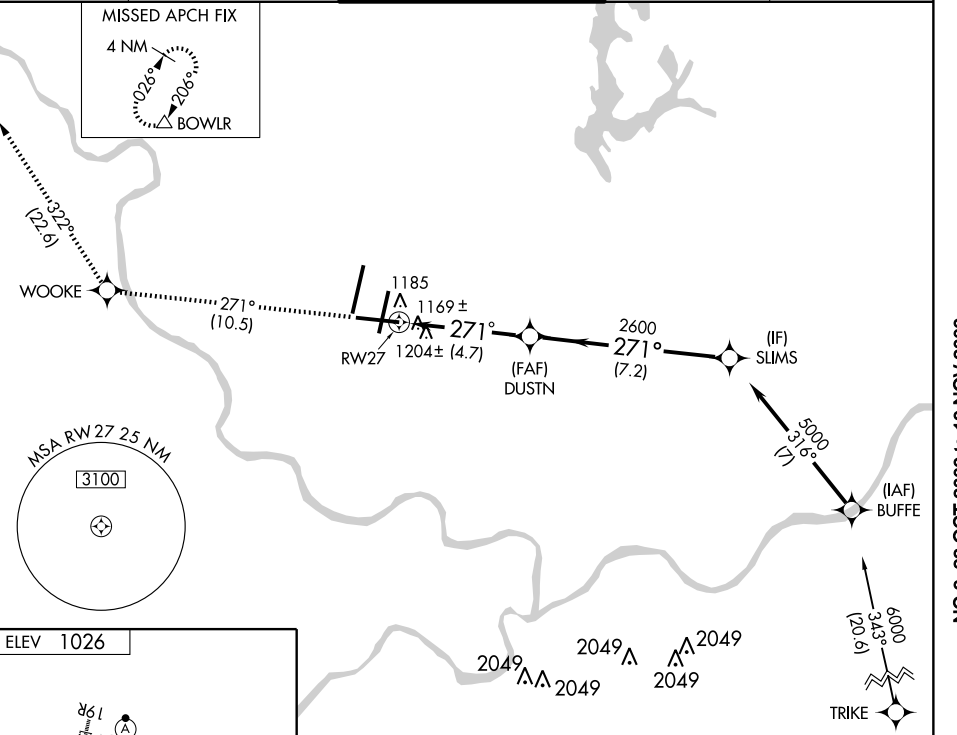
For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 46°C (114°F).

For inoperative MALSR, increase RNP 0.15 and 0.30 visibility to 1¼ mile.

MALSR

MISSED APPROACH: Climb to 4000 via 271° track to WOOKIE and via 322° track to BOWLR and hold.

ATIS 128.375	KANSAS CITY APP CON 120.95 318.1	INTERNATIONAL TOWER 128.2 254.25	GND CON 121.8	CLNC DEL 135.7
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4000

↑

271°

WOOKIE

322° track

BOWLR

VGSI and RNAV glidepath not coincident.

DUSTN

SLIMS

Procedure Turn NA

5000

GP 3.00°

TCH 49

RW27

2600

2600

271°

4.7 NM

7.2 NM

CATEGORY	A	B	C	D
RNP 0.15 DA		1414/40	388 (400-¾)	
RNP 0.30 DA		1492/60	466 (500-1¼)	

SPECIAL AIRCRAFT & AIRCREW

AUTHORIZATION REQUIRED

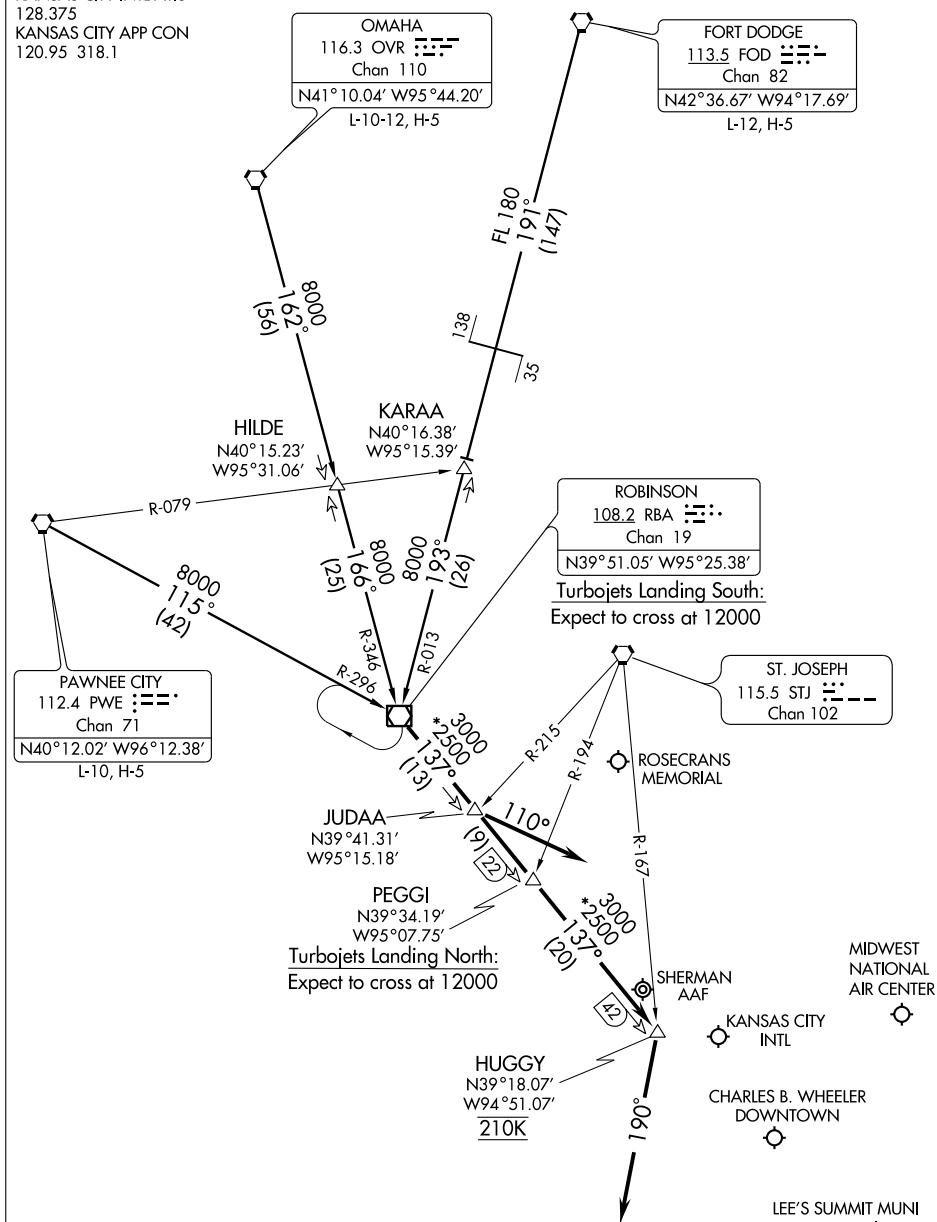
NC-3, 22 OCT 2009 to 19 NOV 2009

## ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS  
128.375  
KANSAS CITY APP CON  
120.95 318.1



(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

## ROYAL THREE DEPARTURE

SL-780 (FAA)

KANSAS CITY, MISSOURI

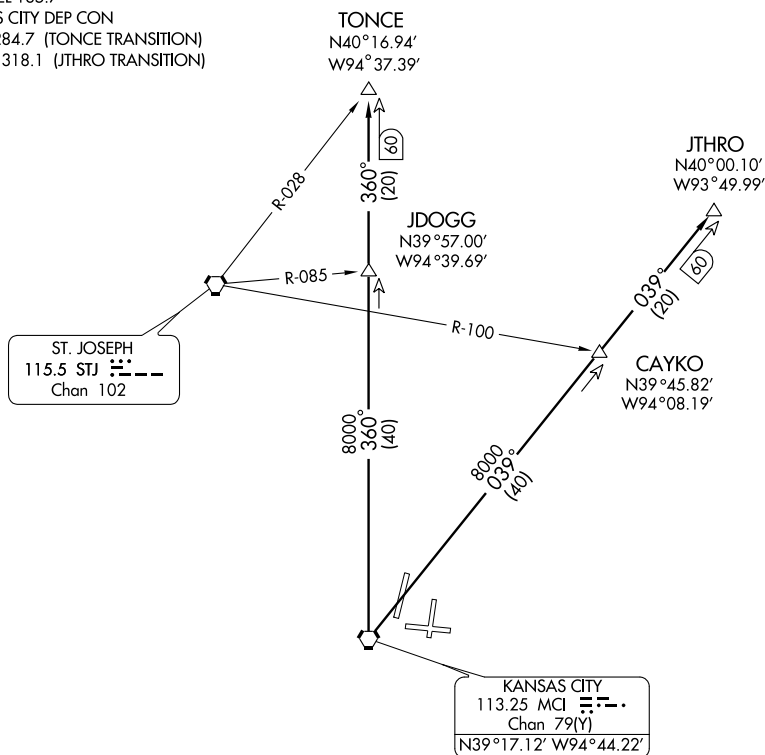
ATIS 128.375

CLNC DEL 135.7

KANSAS CITY DEP CON

124.7 284.7 (TONCE TRANSITION)

123.95 318.1 (JTHRO TRANSITION)



NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

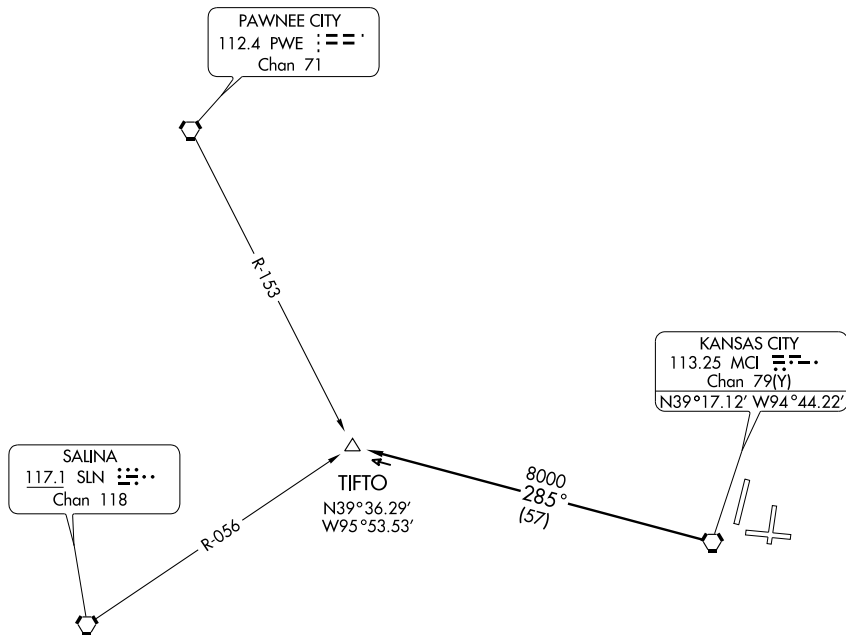
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.



ATIS 128.375  
 CLNC DEL 135.7  
 KANSAS CITY DEP CON  
 124.7 284.7



NOTE: Chart not to scale

### DEPARTURE ROUTE DESCRIPTION

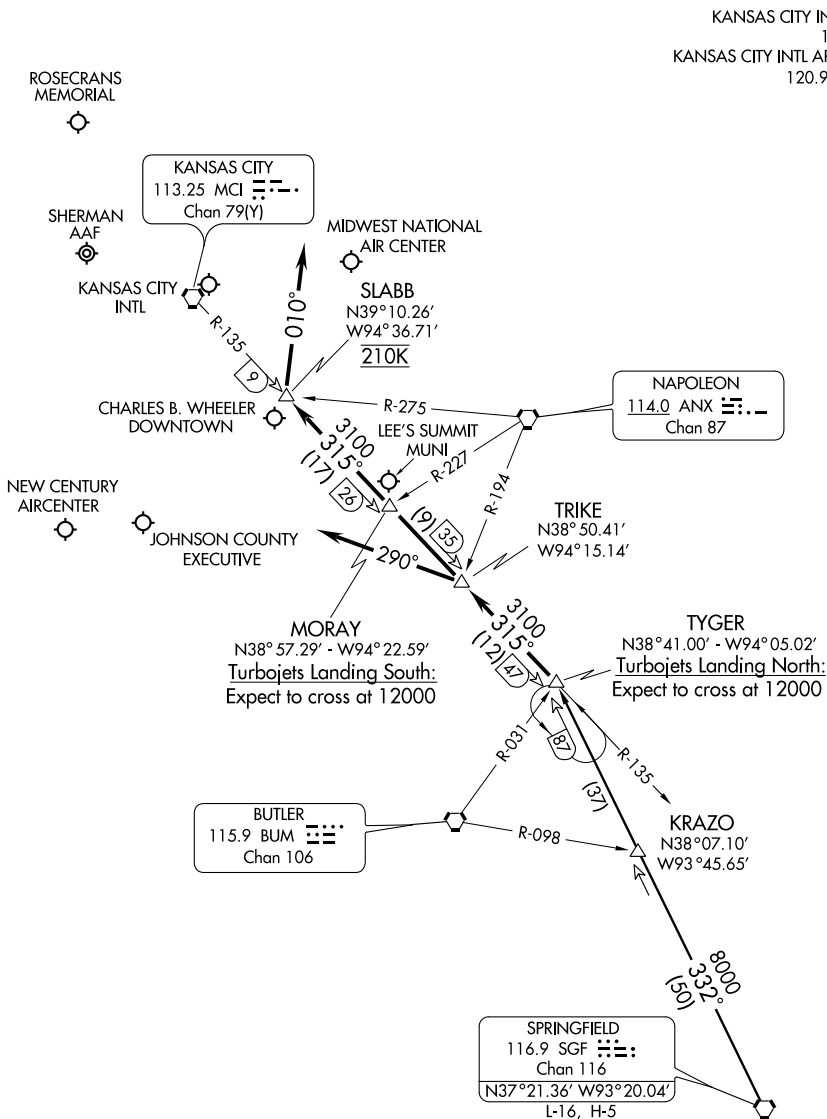
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

# (TYGER.TYGER6) 08101 TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 22 OCT 2009 to 19 NOV 2009

## ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

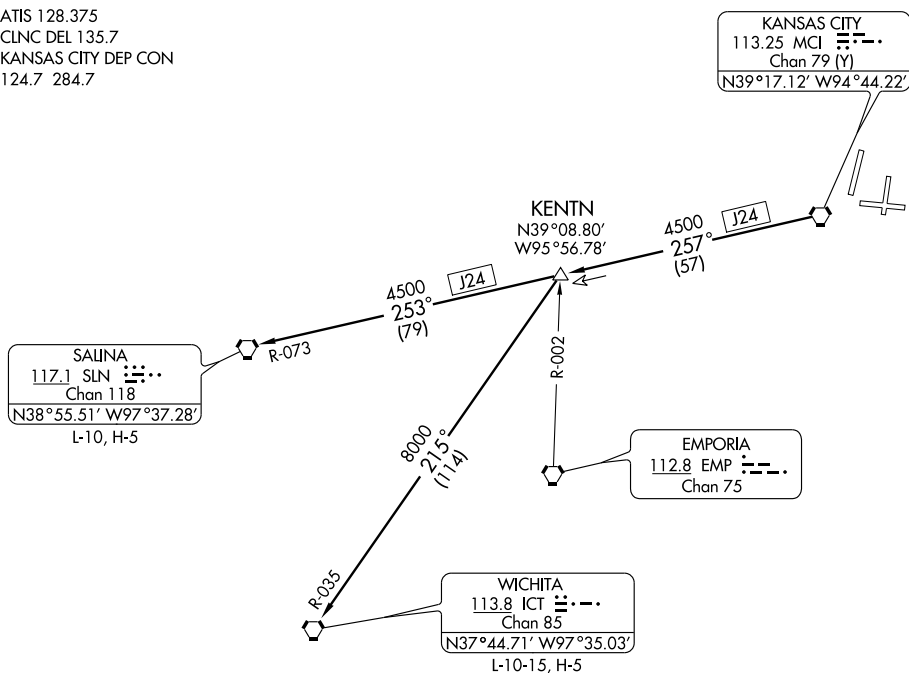
LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

ATIS 128.375  
CLNC DEL 135.7  
KANSAS CITY DEP CON  
124.7 284.7



NOTE: Chart not to scale

### DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

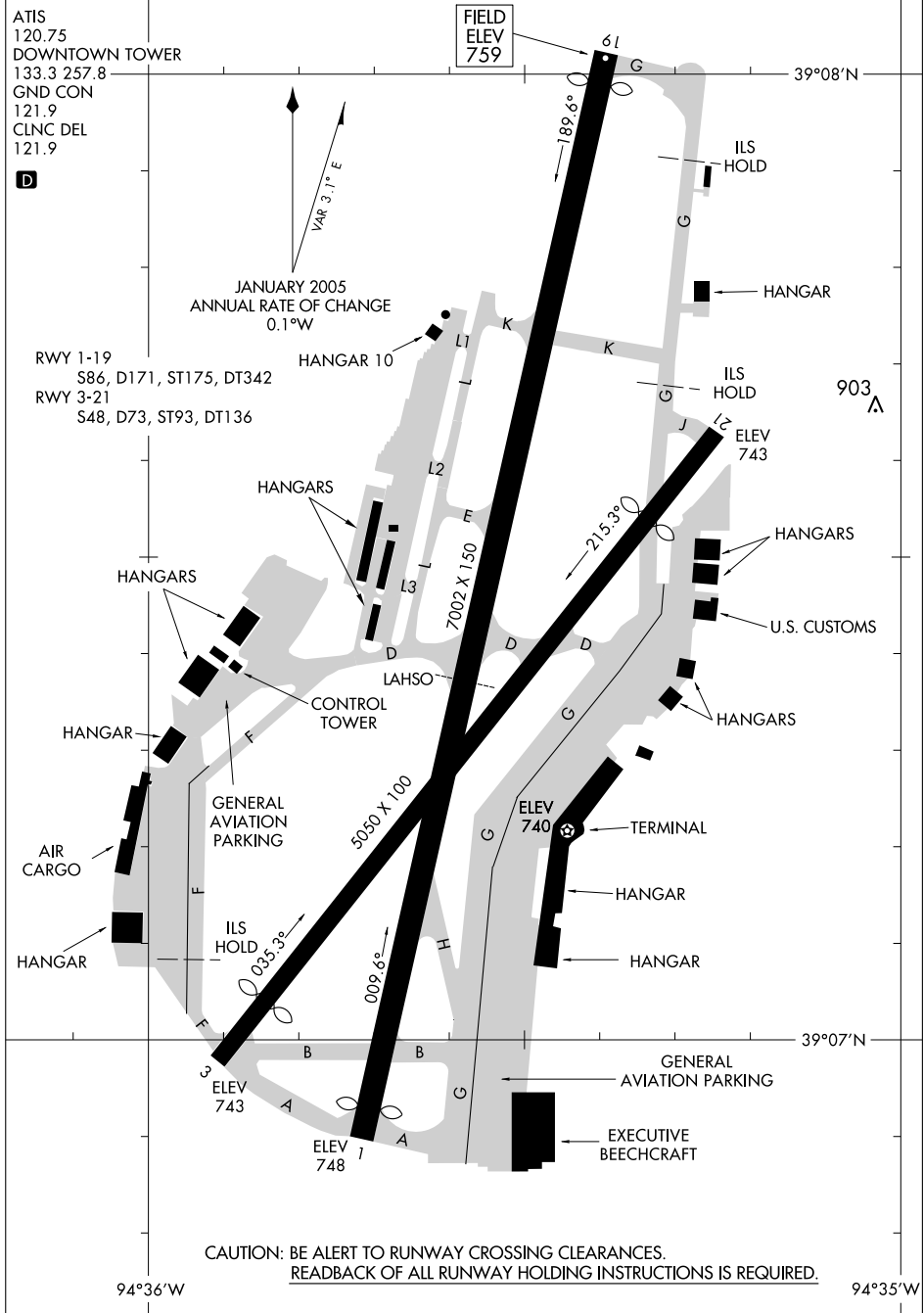
KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

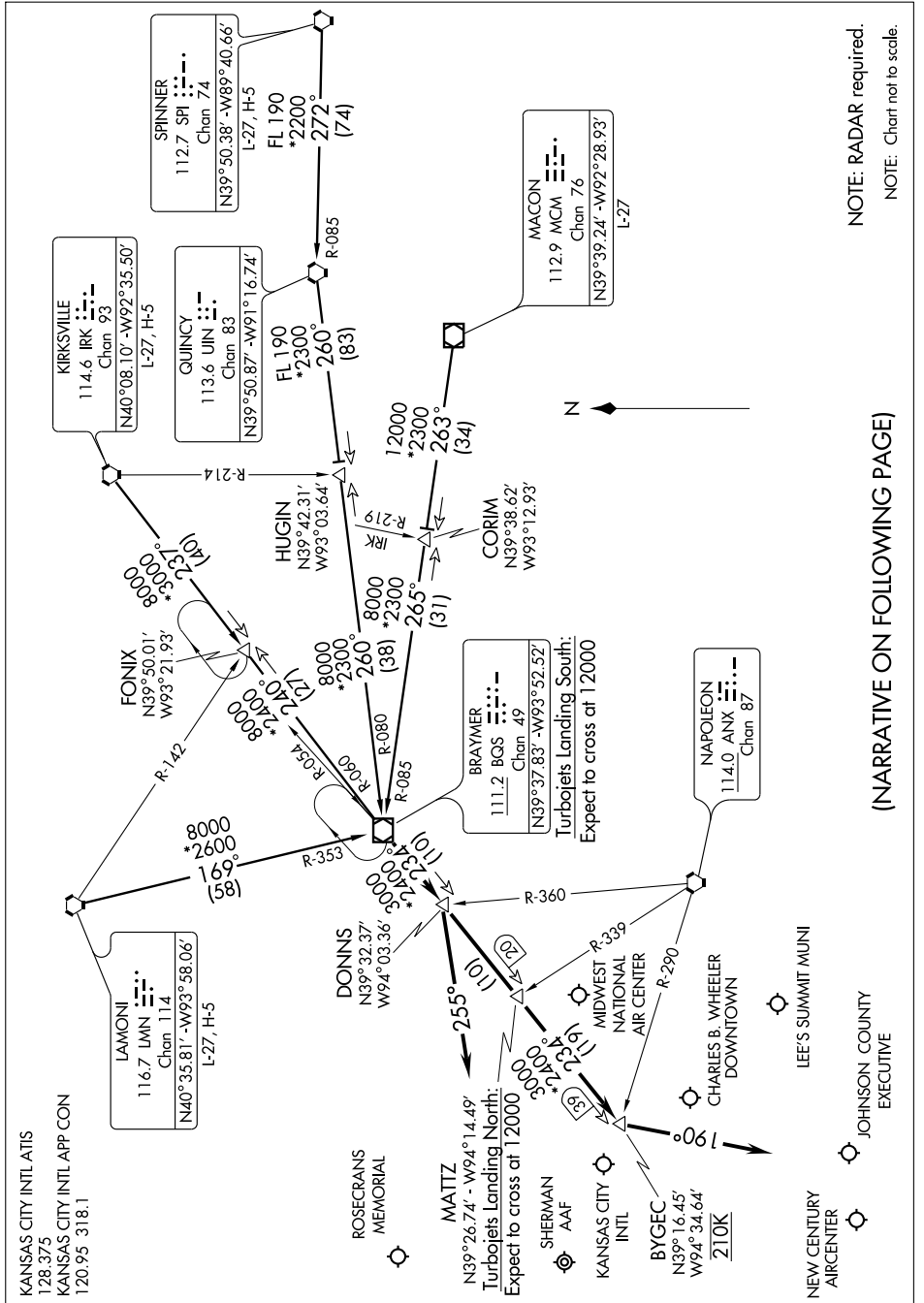
SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

# AIRPORT DIAGRAM

KANSAS CITY/CHARLES B. WHEELER AIRPORT (MCK)  
AL-213 (FAA) KANSAS CITY, MISSOURI





(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

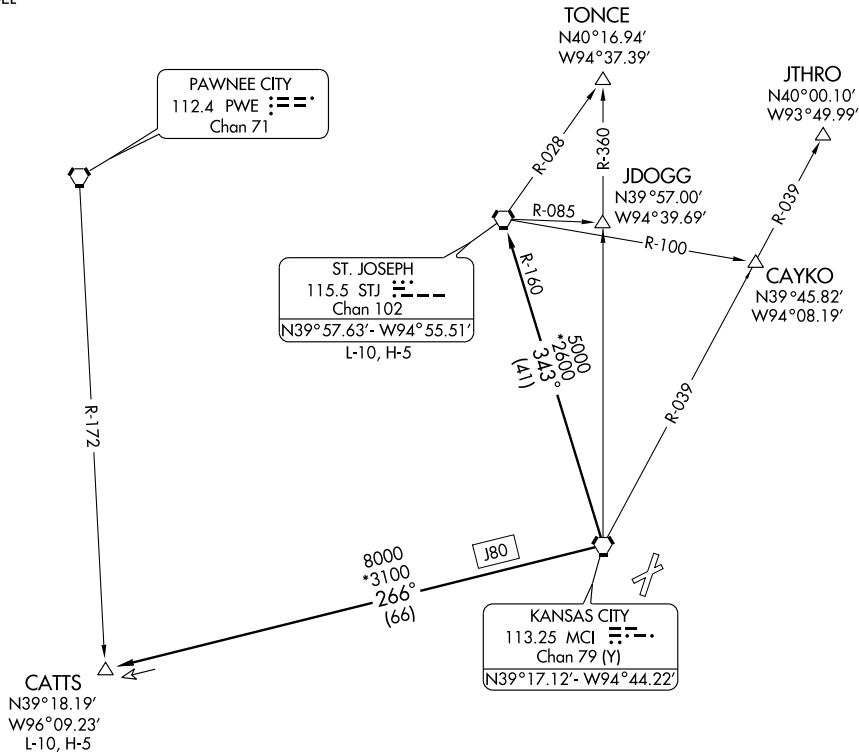
OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

## CHIEF THREE DEPARTURE

ATIS  
120.75  
CLNC DEL  
121.9



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

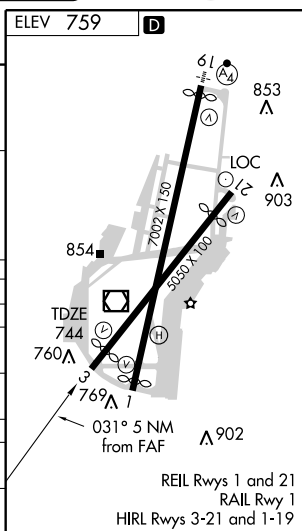
CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.



KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

**MISSED APPROACH:** Climb to 3000 via  
RIS VOR/DME R-035 then direct ANX  
VORTAC and hold.

CLNC DEL  
**121.9**

▼

▲

If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet.

Circling NA east of Rwy 1 and 19. Circling Cat C/D NA Rwy 3.

Inoperative table does not apply to S-LOC-19 Cat C.

MALSF

MISSED APPROACH: Climb to 1300 then climbing right turn to 3100 via RIS R-230 then left turn direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9

1300

3100

ANX

RIS R-230 111.4

114.0

RIS 0.8

2547

008°

188°

2600

GS 3.00°

TCH 46

5.4 NM

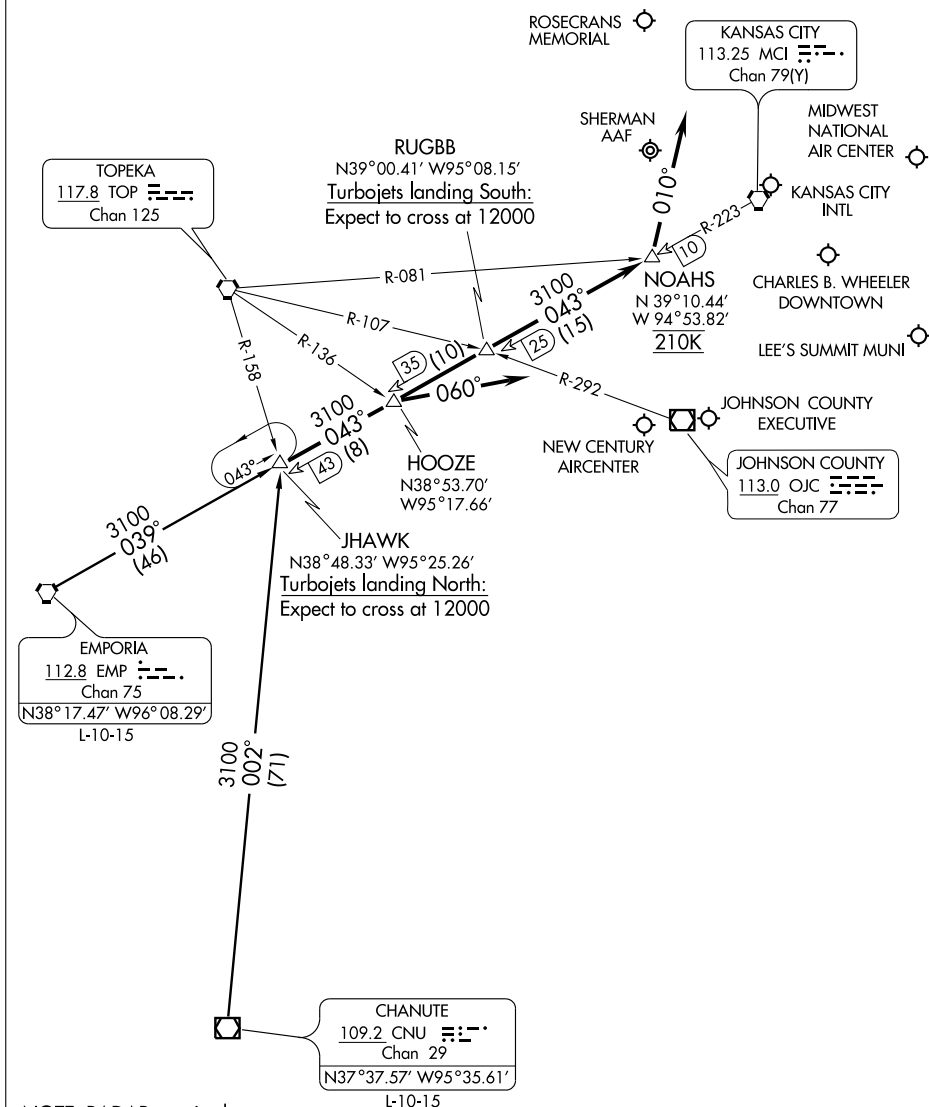
CATEGORY	A	B	C	D
S-ILS 19	1007/40 250 (300-¾)			
S-LOC 19	1300/40 543 (600-¾)	1300-1½ 543 (600-1½)	1300-1¾ 543 (600-1¾)	
CIRCLING	1380-1 621 (700-1)	1400-1 641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)

NC-3, 22 OCT 2009 to 19 NOV 2009

## JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS  
128.375  
KANSAS CITY APP CON  
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

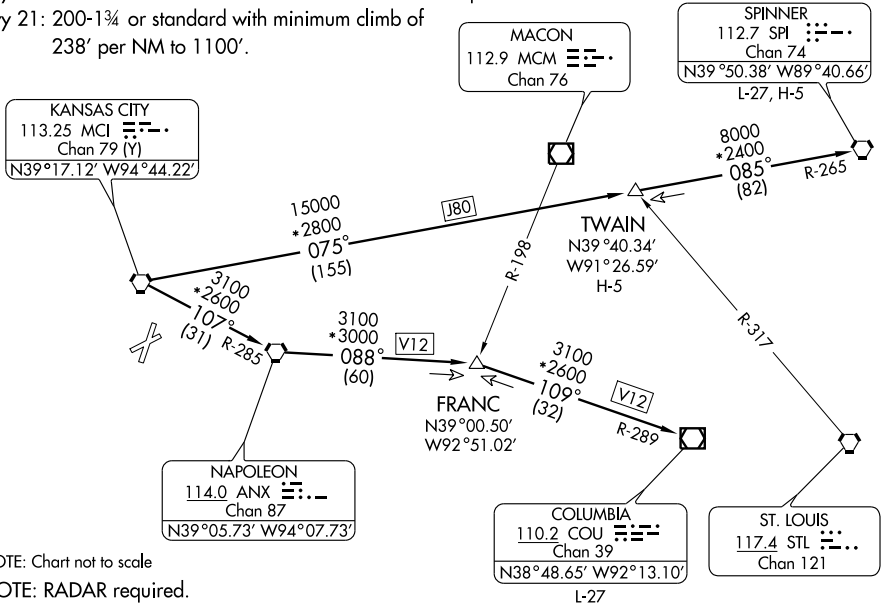
....Expect radar vectors to final approach course.

## LAKES FIVE DEPARTURE

## TAKE-OFF MINIMUMS

Rwy 1: 400-2¼ or standard with minimum climb of 335' per NM to 2000'.  
 Rwy 3: 400-2½ or standard with minimum climb of 235' per NM to 1900'.  
 Rwy 19: 1300-3 or standard with minimum climb of 669' per NM to 2500'.  
 Rwy 21: 200-1¾ or standard with minimum climb of 238' per NM to 1100'.

ATIS  
120.75  
CLNC DEL  
121.9



NOTE: Chart not to scale

NOTE: RADAR required.

NOTE: DME required for TWAIN and SPINNER transitions.

## TAKE-OFF OBSTACLE NOTES

- Rwy 1: Multiple roads, trees, buildings, and towers beginning at DER, 135' left of centerline, up to 100' AGL/1079' MSL.  
 OL on elevator 3663' from DER, 1231' right of centerline, 172' AGL/912' MSL.
- Rwy 3: Multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from DER, 240' right of centerline, up to 94' AGL/853' MSL.  
 OL on elevator 829' from DER, 478' right of centerline, 125' AGL/865' MSL.  
 Crane T 2.1 NM from DER, 3151' right of centerline, 296' AGL/1110' MSL.
- Rwy 19: Multiple trees, towers, buildings, and obstruction lights beginning 282' from DER, 279' right of centerline, up to 291' AGL/1251' MSL.  
 Tower 2.5 NM from DER, 3165' left of centerline, 1168' AGL/2049' MSL.
- Rwy 21: Multiple bridge, levee, trees, cranes, towers, and buildings 205' from DER, 476' right of centerline, up to 118' AGL/858' MSL.  
 OL on elevator 5178' from DER, 803' left of centerline, 148' AGL/896' MSL.  
 Stack 1.3 NM from DER, 589' left of centerline, 198' AGL/948' MSL.



## DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

**COLUMBIA TRANSITION (LAKES5.COU):** From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

**SPINNER TRANSITION (LAKES5.SPI):** From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

**TWAIN TRANSITION (LAKES5.TWAIN):** From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

NDB RWY 19

LOM MK	APP CRS	Rwy Idg	6201
344	188°	TDZE	757
		Apt Elev	759

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

**⚠** Circling NA east of Rwy 1 and 19. Circling Cat C/D NA Rwy 3.

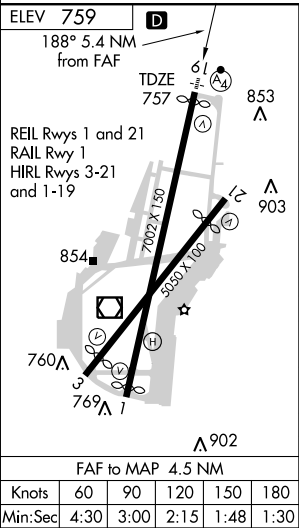
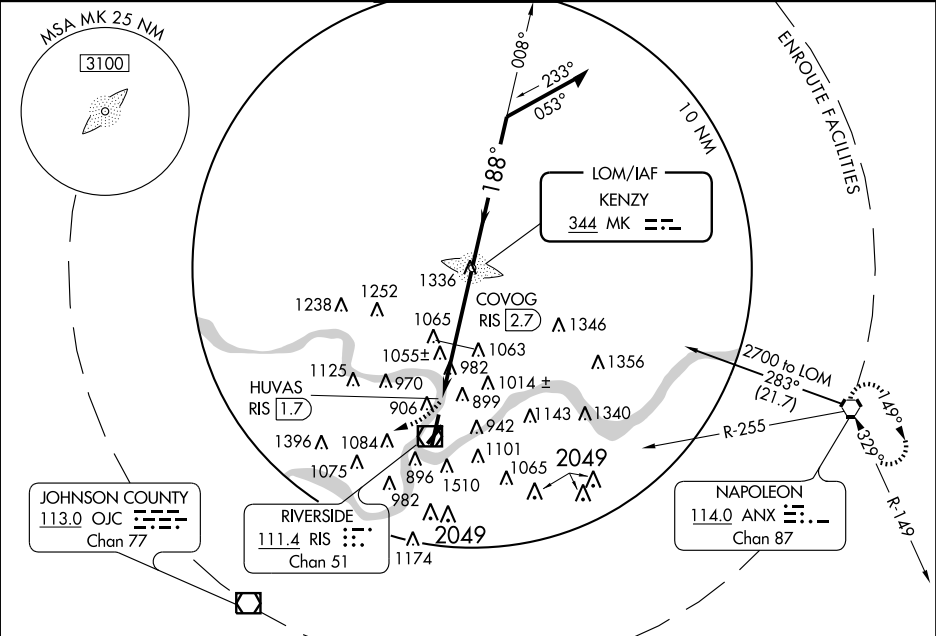
**⚠** Inoperative table does not apply.

If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDAs 80 feet.

MALSF

MISSED APPROACH: Climbing right turn to 3100 on heading 240° then left turn via ANX R-255 to ANX VORTAC and hold.

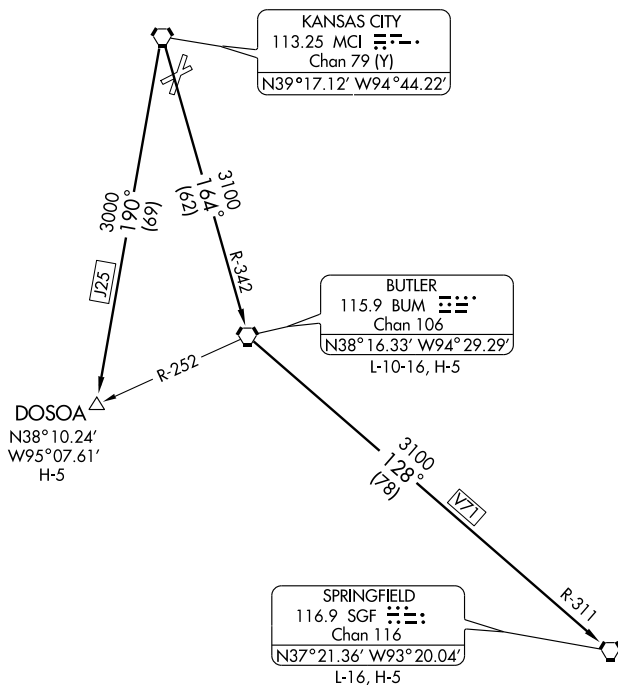
ATIS 120.75	KANSAS CITY APP CON 118.4 294.7	DOWNTOWN TOWER 133.3 257.8	GND CON 121.9	CLNC DEL 121.9
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3100		ANX R-255	ANX 114.0	LOM	Remain within 10 NM
240°				008°	
HUVAS RIS 1.7		COVOG RIS 2.7	≤ 3.14° TCH 46	2600	188°
1440*				2600	
* 1520 when using Kansas City Intl altimeter setting.					
0.9 — 1 NM — 3.5 NM					
CATEGORY	A	B	C	D	
S-19	1440/50	683 (700-1)	1440-2 683 (700-2)	1440-2 ¼ 683 (700-2 ¼)	
CIRCLING	1440-1	681 (700-1)	1440-2 681 (700-2)	1440-2 ¼ 681 (700-2 ¼)	
DME MINIMUMS					
S-19	1400/50	643 (700-1)	1400-1 ¼ 643 (700-1 ¼)	1400-2 643 (700-2)	
CIRCLING	1400-1	641 (700-1)	1400-1 ¼ 641 (700-1 ¼)	1400-2 641 (700-2)	

## RACER THREE DEPARTURE

ATIS  
120.75  
CLNC DEL  
121.9



NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

**BUTLER TRANSITION (RACER3.BUM):** From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

**DOSOA TRANSITION (RACER3.DOSOA):** From over MCI VORTAC via MCI R-190 to DOSOA INT.

**SPRINGFIELD TRANSITION (RACER3.SGF):** From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

WAAS CH <b>50112</b> <b>W03A</b>	APP CRS <b>033°</b>	Rwy Idg TDZE <b>4550</b> Apt Elev <b>744</b> <b>759</b>
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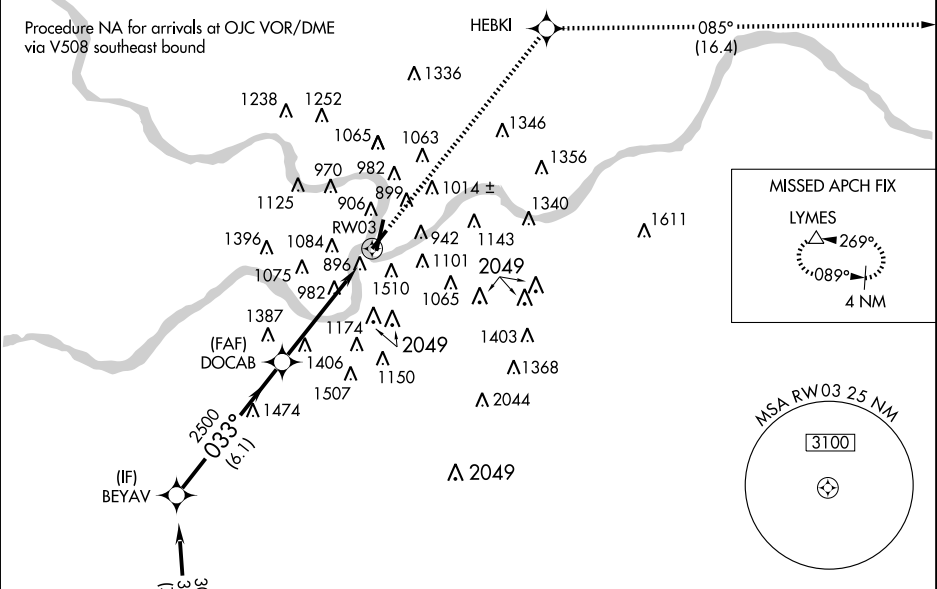
RNAV (GPS) RWY 3

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

**⚠** DME/DME RNP-0.3 NA.  
**⚠** Circling NA east of Rwy 1 and 19. Circling Cat C/D NA Rwy 3.  
VDP NA with Kansas City Intl altimeter setting.  
When VGSI inoperative, circling Rwy 19 and 21 NA at night.  
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet.

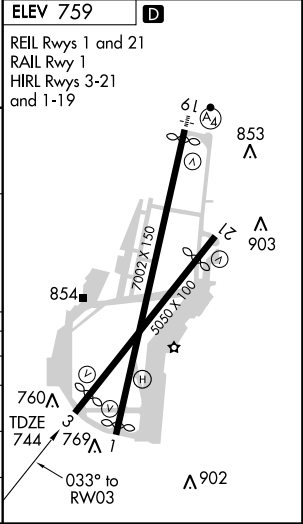
MISSED APPROACH: Climb to 3000 direct HEBKI and via 085° track to LYMES and hold.

ATIS <b>120.75</b>	KANSAS CITY APP CON <b>118.4 294.7</b>	DOWNTOWN TOWER <b>133.3 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>
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Procedure	BEYAV	DOCAB	HEBKI	085° track	LYMES
Turn	NA				△
Alt	3000				
GS 3.00°					
TCH 50					

Procedure	BEYAV	DOCAB	HEBKI	085° track	LYMES
Turn	NA				△
Alt	3000				
GS 3.00°					
TCH 50					
Category	A	B	C	D	
LPV DA	1100/60	356 (400-1¼)		NA	
RNAV/VNAV DA					NA
RNAV MDA	1660/60	916 (1000-1¼)		NA	
Circling	1660-1¼	901 (1000-1¼)	1660-2¾ 901 (1000-2¾)	1660-3 901 (1000-3)	





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DME/DME RNP-0.3 NA.

Circling NA east of Rws 1 and 19. Circling Cat C/D NA Rwy 3.

When VGSI inoperative, procedure NA at night.

If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2900 direct HOTVA then climb to 3700 via 134° track to JOLOG then via 057° track to ANX VORTAC and hold.

ATIS 120.75	KANSAS CITY APP CON 118.4 294.7	DOWNTOWN TOWER 133.3 257.8	GND CON 121.9	CLNC DEL 121.9
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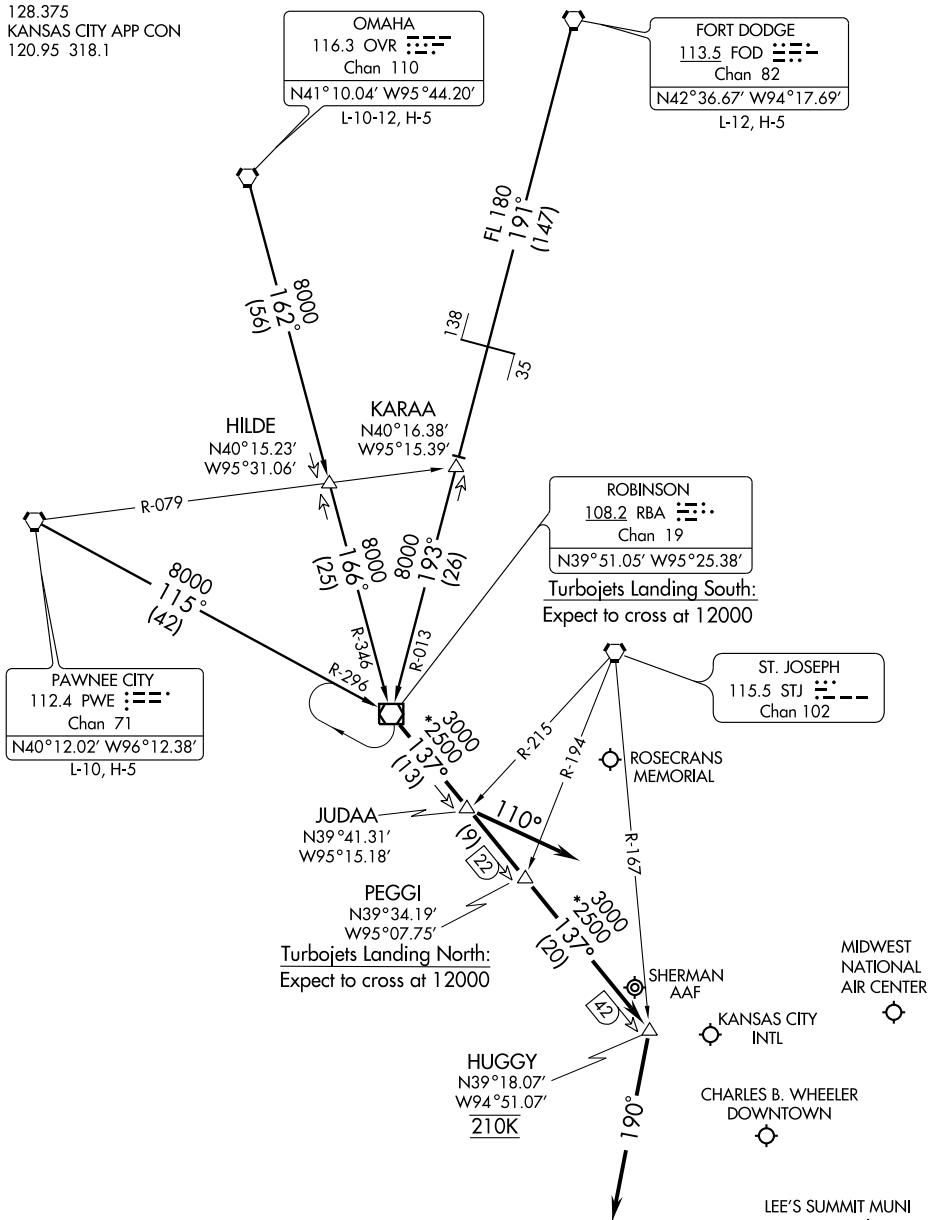
Procedure NA for arrivals at ANX VORTAC via V13-159-161 southbound.

2900	HOTVA	3700	JOLOG	057° track	ANX	CEVKO
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CATEGORY	A	B	C	D
LNNAV MDA	1620-1 876 (900-1)	1620-1¼ 876 (900-1¼)	NA	
CIRCLING	1620-1 861 (900-1)	1620-1¼ 861 (900-1¼)	1620-2½ 861 (900-2½)	1620-2¾ 861 (900-2¾)

NC-3 22 OCT 2009 to 19 NOV 2009

KANSAS CITY INTL ATIS  
128.375  
KANSAS CITY APP CON  
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NEW CENTURY  
AIRCENTER 


**JOHNSON COUNTY  
EXECUTIVE**

## ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

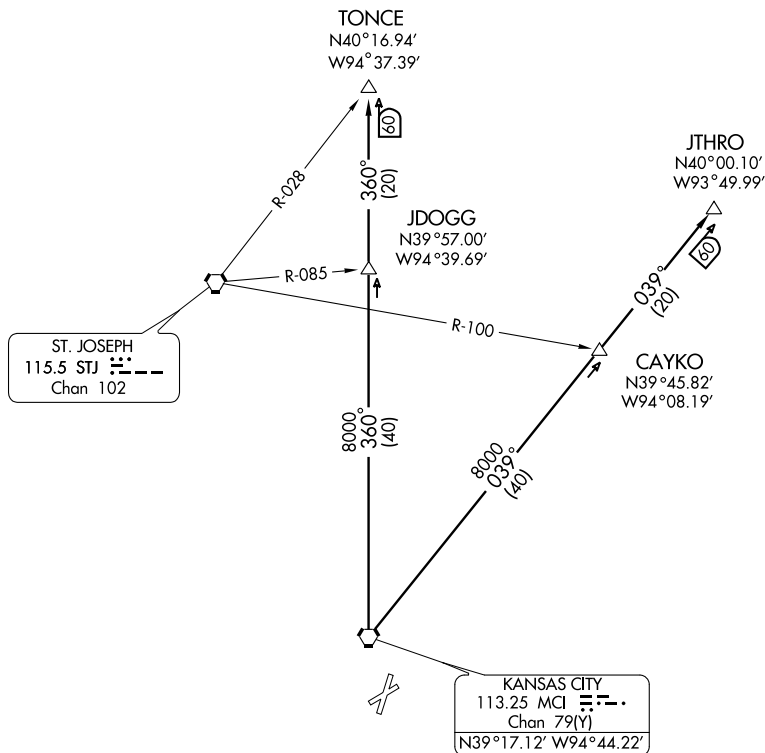
. . . . Expect radar vector to final approach course.

## ROYAL THREE DEPARTURE

SL-213 (FAA)

KANSAS CITY, MISSOURI

ATIS 120.75  
CLNC DEL 121.9



NOTE: Chart not to scale

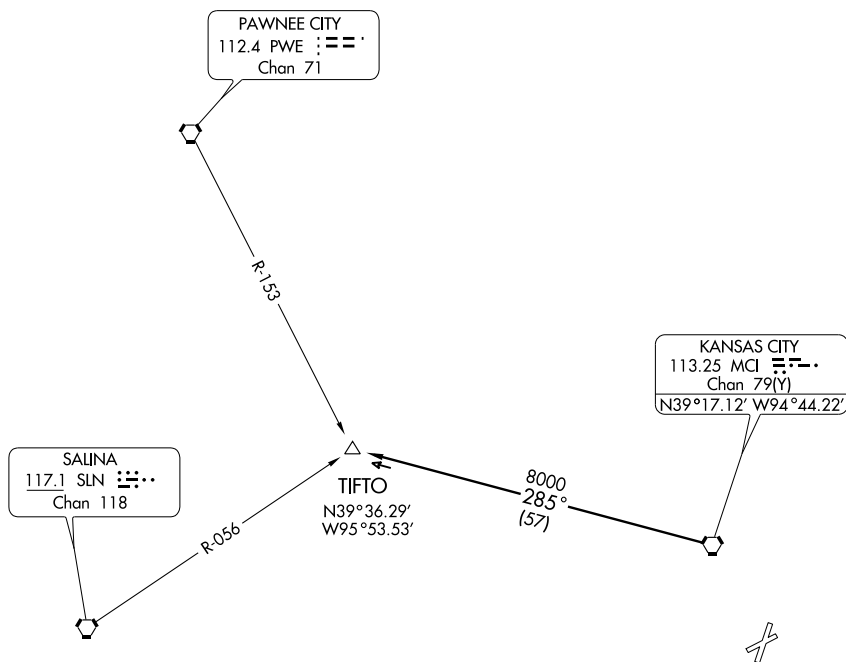
## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

ATIS 120.75  
CLNC DEL 121.9



NOTE: Chart not to scale



## DEPARTURE ROUTE DESCRIPTION

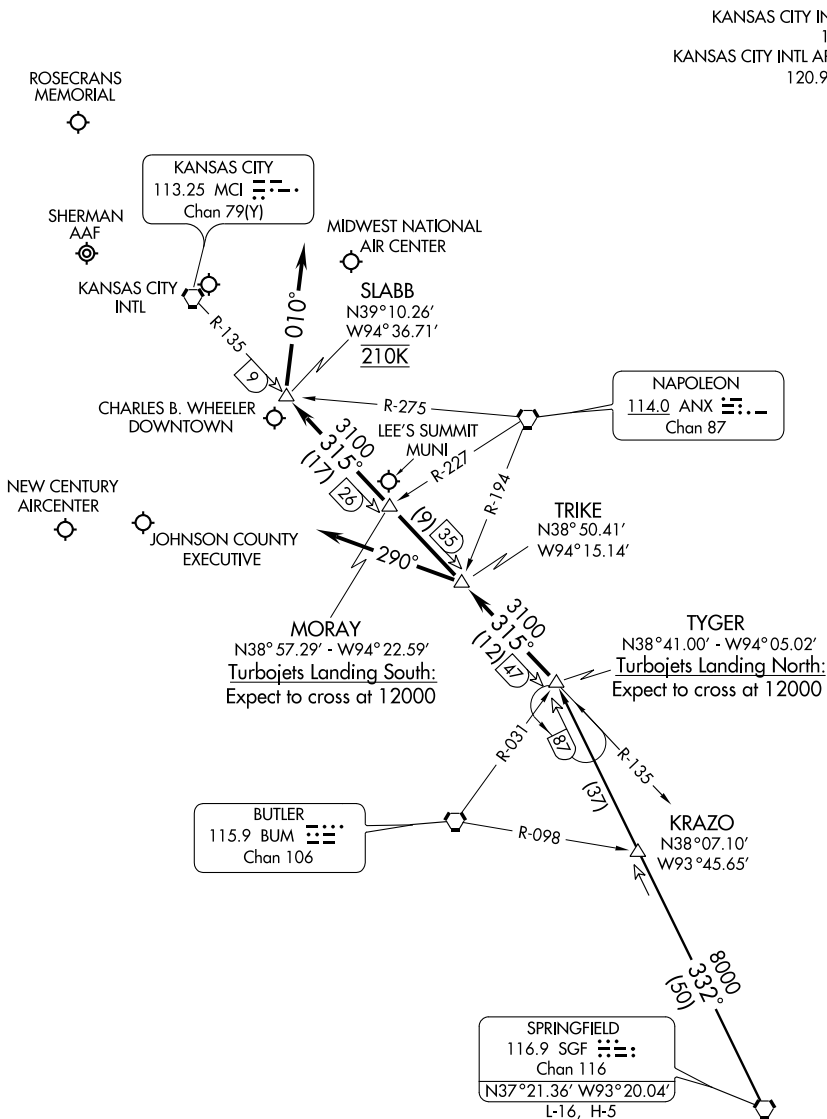
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

# (TYGER.TYGER6) 08101 TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 22 OCT 2009 to 19 NOV 2009

## ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

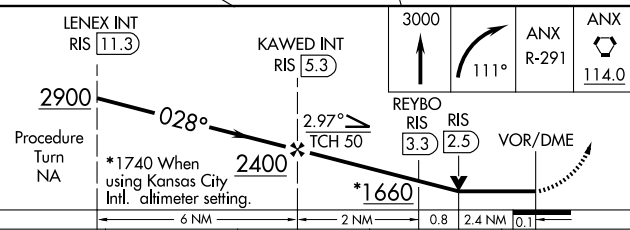
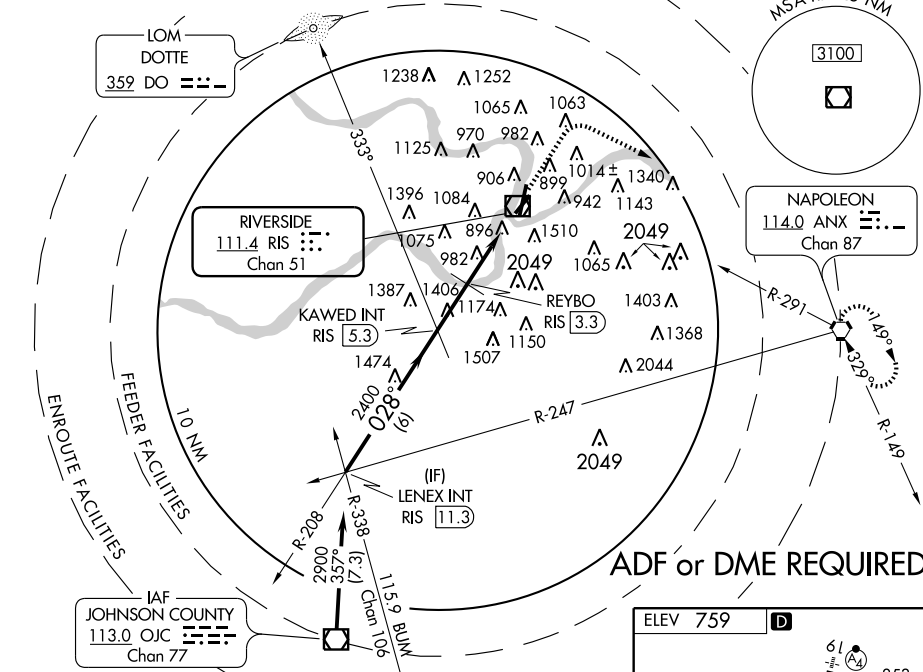
....Expect radar vectors to final approach course.

**NA** Circling NA east of Rwy 1 and 19. Circling Cat C/D NA Rwy 3.  
If local altimeter setting not recieved, use Kansas City Intl altimeter setting and increase all MDAs 80 feet.  
VDP NA when using Kansas City Intl altimeter setting.

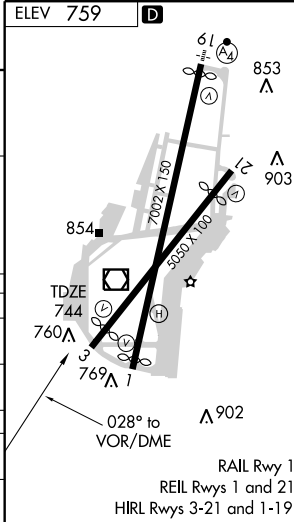
**MISSED APPROACH:** Climb to 3000 then right turn via heading 111° and ANX R-291 to ANX VORTAC and hold.

ATIS 120.75	KANSAS CITY APP CON 118.4 294.7	DOWNTOWN TOWER 133.3 257.8	GND CON 121.9	CLNC DEL 121.9
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Procedure NA for arrivals at OJC VOR/DME via V10-12 southwest bound.



CATEGORY	A	B	C	D
S-3	1660/60	916 (1000-1¼)	NA	
CIRCLING	1660-1¼	901 (1000-1¼)	1660-2¾ 901 (1000-2¾)	1660-3 901 (1000-3)
REYBO FIX MINIMUMS				
S-3	1540/50 796 (800-1)	1540/60 796 (800-1¼)	NA	
CIRCLING	1540-1 781 (800-1)	1540-1¼ 781 (800-1¼)	1540-2¼ 781 (800-2¼)	1540-2½ 781 (800-2½)



NC-3. 22 OCT 2009 to 19 NOV 2009



▼

Circling NA east of Rwy 1 and 19. Circling Cat C/D NA Rwy 3.

▲

If local altimeter setting not received, use Kansas City Intl altimeter settings and increase all MDAs 80 feet. Inoperative table does not apply.

MALSF

MISSED APPROACH: Climbing right turn to 3100 on heading 222°, then left turn via ANX R-250 to ANX VORTAC and hold.

ATIS 120.75	KANSAS CITY APP CON 118.4 294.7	DOWNTOWN TOWER 133.3 257.8	GND CON 121.9	CINC DEL 121.9
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3100	ANX R-250	ANX 114.0	JAMES INT RIS 5.4	Remain within 10 NM
222°				
VOR/DME	3.50° TCH 46	2500	013°	2600
			193°	
				VGSI and descent angles not coincident.
	0.8	4.6 NM		
CATEGORY	A	B	C	D
S-19	1400/50	643 (700-1)	1400-1 643 (700-1 3/4)	1400-2 643 (700-2)
CIRCLING	1400-1	641 (700-1)	1400-1 641 (700-1 3/4)	1400-2 641 (700-2)

REIL Rwy 1 and 21  
RAIL Rwy 1  
HIRL Rwy 3-21 and 1-19

NC-3, 22 OCT 2009 to 19 NOV 2009

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

- MISSED APPROACH:** Climbing right turn to 3100 on heading 233° then left turn to ANX VORTAC via R-250 and hold.

[illegible]

NC-3. 22 OCT 2009 to 19 NOV 2009

**ELEV 759**

<b>3100</b>  <b>233°</b>	<b>ANX</b>  <b>R-250</b> <b>114.0</b>	<b>*1680 when using Kansas City Intl altimeter setting.</b>			
		<b>MAPAL INT</b> <b>RIS 6.5</b>	<b>CILAY INT</b> <b>RIS 12.8</b>		
		<b>CABBS INT</b> <b>RIS 3</b>	<b>2900</b> <b>218°</b>		
<b>VOR/DME</b> 		<b>1600*</b> <b>3.26°</b> <b>TCH 57</b>	<b>2900</b> <b>Procedure Turn NA</b>		
<b>0.5</b>		<b>2.5 NM</b>	<b>3.5 NM</b>	<b>6.2 NM</b>	

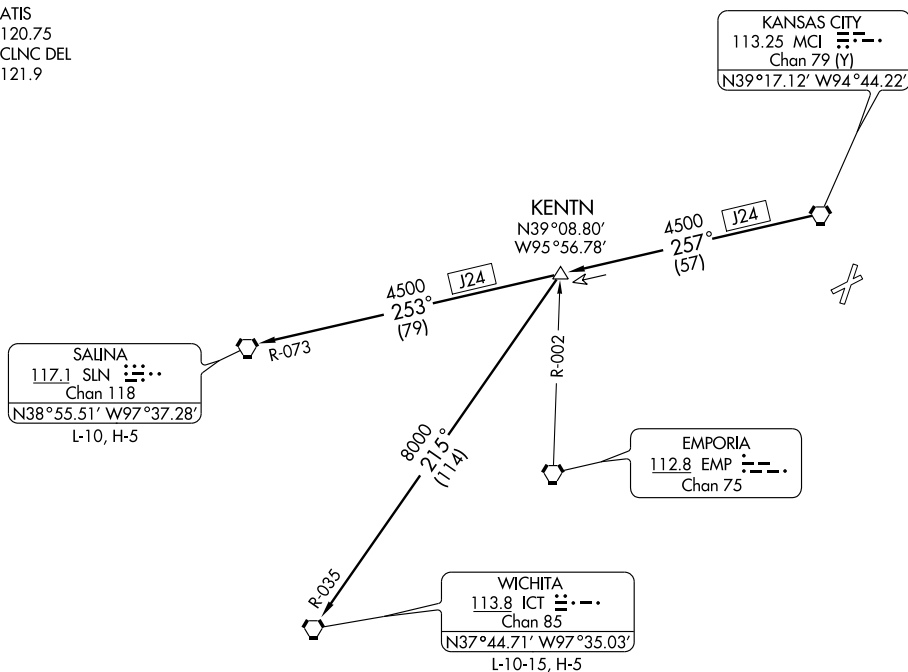
CATEGORY	A	B	C	D
S-21	1600-1 856 (900-1)	1600-1¼ 856 (900-1¼)	NA	
CIRCLING	1600-1 841 (900-1)	1600-1¼ 841 (900-1¼)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)

**CABBS FIX MINIMUMS**

S-21	1320-1	576 (600-1)	NA	
CIRCLING	1380-1 621 (700-1)	1400-1 641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)

## WILDCAT TWO DEPARTURE

ATIS  
120.75  
CLNC DEL  
121.9



NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

NDB TKX <b><u>358</u></b>	APP CRS <b>011°</b>	Rwy Idg <b>5000</b> TDZE <b>262</b> Apt Elev <b>262</b>
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## NDB RWY 2

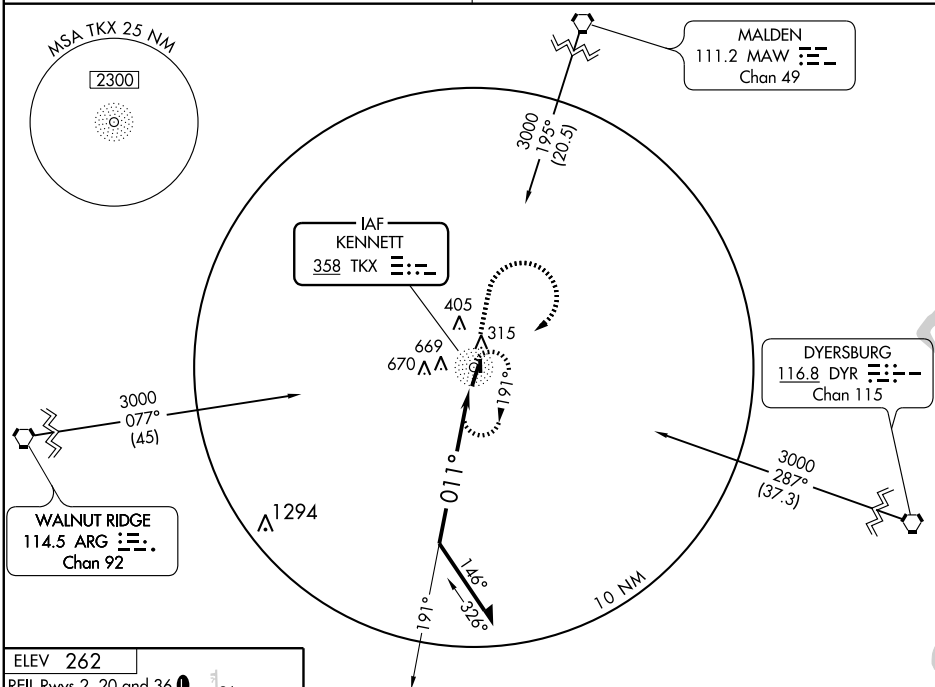
KENNETT MEMORIAL (TKX)

**T** Circling NA to Rwy 36 at night.  
**A** NA Obtain local altimeter on CTAF; when not received,  
 use Blytheville Muni altimeter setting.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 direct TKX NDB and hold.

MEMPHIS CENTER  
120,075 289.4

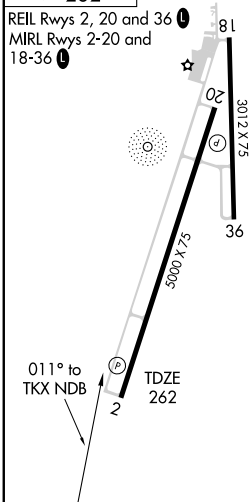
UN|COM  
122.8 (CTAF) **L**



NC-3, 22 OCT 2009 to 19 NOV 2009

ELEV 262

REIL Rlys 2, 20 and 36 L  
MIRL Rlys 2-20 and  
18-36 L



Remain  
within 10 NM

NDB

2500

-191

	1980	1985	1990	1995	2000	2005	2010	2015	2020
Population	76.0	80.0	83.0	86.0	89.0	92.0	95.0	98.0	100.0
GDP per capita	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,600
Life expectancy at birth	65	68	71	74	77	80	83	86	89
Urban population (%)	30	35	40	45	50	55	60	65	70
Employment in agriculture (%)	40	35	30	25	20	15	10	5	0
Government expenditure as % of GDP	10	12	14	16	18	20	22	24	26
Foreign aid as % of GDP	5	6	7	8	9	10	11	12	13
Healthcare expenditure as % of GDP	3	4	5	6	7	8	9	10	11
Primary school enrollment rate (%)	50	60	70	80	90	95	98	100	100
Secondary school enrollment rate (%)	20	30	40	50	60	70	80	90	100
Tertiary education enrollment rate (%)	5	10	15	20	25	30	35	40	45
Research and development expenditure as % of GDP	0.5	0.8	1.2	1.6	2.0	2.4	2.8	3.2	3.6
Patent applications per million people	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
Internet usage percentage	0	0	0	0	0	0	0	0	0
Air travel per person	0	0	0	0	0	0	0	0	0
Mobile phone ownership per 100 people	0	0	0	0	0	0	0	0	0
Electricity consumption per capita	100	150	200	250	300	350	400	450	500
Renewable energy share of total energy supply (%)	10	12	14	16	18	20	22	24	26
Fossil fuel dependence (%)	90	88	86	84	82	80	78	76	74
Carbon dioxide emissions per capita	0.5	0.8	1.2	1.6	2.0	2.4	2.8	3.2	3.6
Forest cover as % of land area	20	22	24	26	28	30	32	34	36
Biodiversity index	1.0	1.2	1.4	1.6	1.8	2.0	2.2	2.4	2.6
Human Development Index	0.50	0.60	0.70	0.80	0.90	0.95	0.98	1.00	1.00
Gender Inequality Index	0.50	0.45	0.40	0.35	0.30	0.25	0.20	0.15	0.10
Corruption Perception Index	2.0	2.5	3.0	3.5	4.0	4.5	5.0	5.5	6.0
Trust in government (%)	30	35	40	45	50	55	60	65	70
Civil liberties score	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Press freedom index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Academic freedom index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Artistic expression index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Social tolerance index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Economic freedom index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Environmental quality index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Peace index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Global competitiveness index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Digital divide index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Energy efficiency index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Water security index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Food security index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Housing affordability index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Transportation infrastructure index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Healthcare accessibility index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Educational equity index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Environmental sustainability index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Social justice index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Economic resilience index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Technological innovation index	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0
Infrastructure modernization index	1.0	1.5							

—

1500

3000

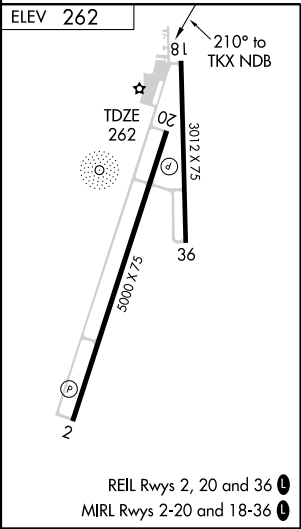
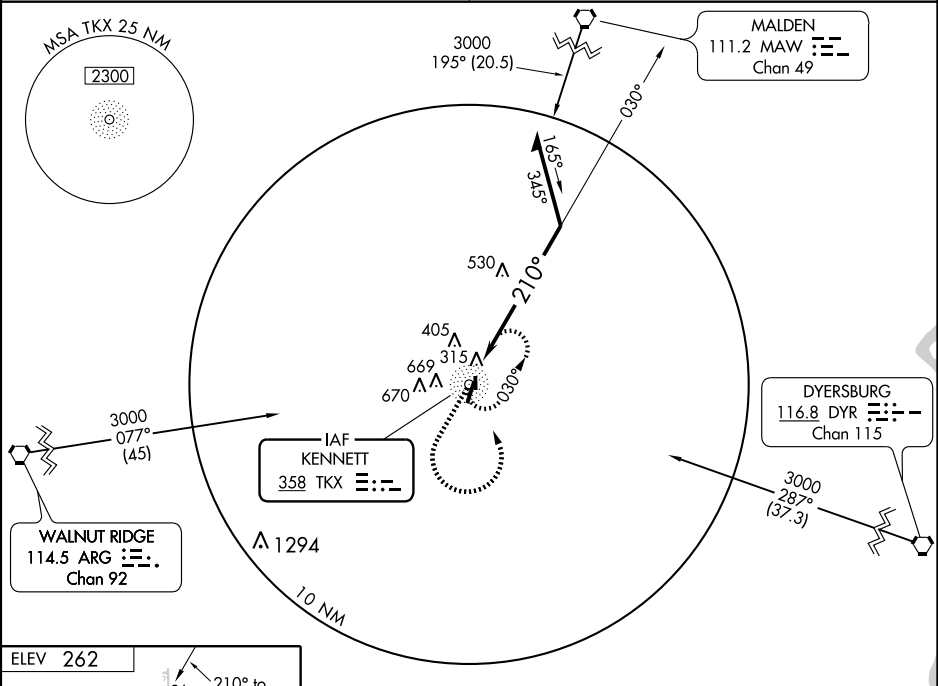
TKX

CATEGORY	A	B	C	D
S-2	1080-1 818 (900-1)	1080-1¼ 818 (900-1¼ )	1080-2½ 818 (900-2½)	NA
CIRCLING	1080-1 818 (900-1)	1080-1¼ 818 (900-1¼ )	1080-2½ 818 (900-2½)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
S-2	1120-1 858 (900-1)	1120-1¼ 858 (900-1¼ )	1120-2½ 858 (900-2½)	NA
CIRCLING	1120-1 858 (900-1)	1120-1¼ 858 (900-1¼ )	1120-2½ 858 (900-2½)	NA

NDB TKX	APP CRS	Rwy Idg	5000
358	210°	TDZE	262
		Apt Elev	262

NDB RWY 20  
KENNETT MEMORIAL (TKX)

<p><b>NA</b> Circling NA west of Rwy 2 and 18. Circling NA to Rwy 36 at night. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.</p>	<p>MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct TKX NDB and hold.</p>
<p>MEMPHIS CENTER 120.075 289.4</p>	<p>UNICOM 122.8 (CTAF) 0</p>



	1500	3000	TKX 358	
				NDB
				Remain within 10 NM
				030°
				210°
				2400
CATEGORY	A	B	C	D
S-20	940-1	678 (700-1)	940-2 678 (700-2)	NA
CIRCLING	940-1	678 (700-1)	940-2 678 (700-2)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
S-20	980-1	718 (800-1)	980-2 718 (800-2)	NA
CIRCLING	980-1	718 (800-1)	980-2 718 (800-2)	NA

APP CRS	Rwy Idg	5000
029°	TDZE	262
	Apt Elev	262

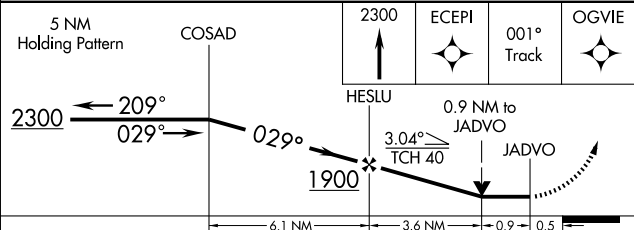
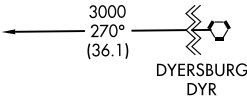
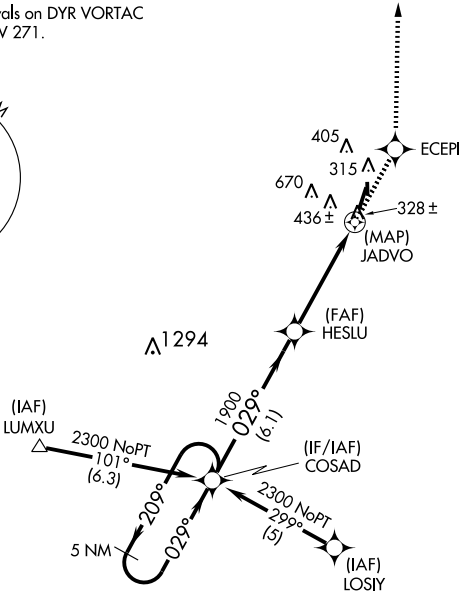
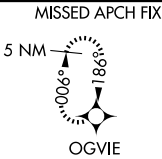
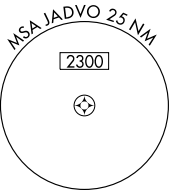
RNAV (GPS) RWY 2  
KENNETT MEMORIAL (TKX)

**NA** DME/DME RNP-0.3 NA.  
Circling NA west of Rwys 2 and 18. Circling NA to Rwy 36 at night.  
Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.  
VDP NA when using Blytheville Muni altimeter setting.

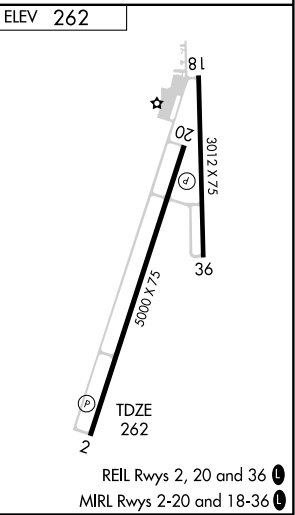
MISSED APPROACH: Climb to 2300 direct ECEPI and via 001° track to OGVIE and hold.

MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 1
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Procedure NA for arrivals on DYR VORTAC  
airway radials 232 CW 271.



CATEGORY	A	B	C	D
LN AV MDA	740-1	478 (500-1)	740-1¼ 478 (500-1¼)	NA
CIRCLING	740-1	478 (500-1)	740-1½ 478 (500-1½)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
LN AV MDA	800-1	538 (600-1)	800-1½ 538 (600-1½)	NA
CIRCLING	800-1	538 (600-1)	800-1½ 538 (600-1½)	NA



APP CRS	Rwy Idg	5000
186°	TDZE	262
	Apt Elev	262

# RNAV (GPS) RWY 20

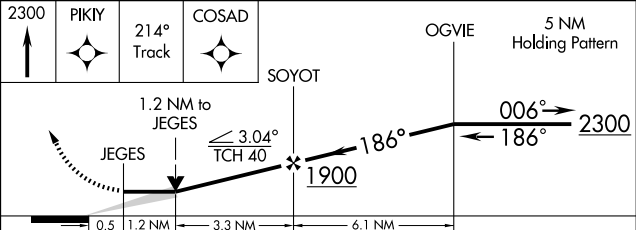
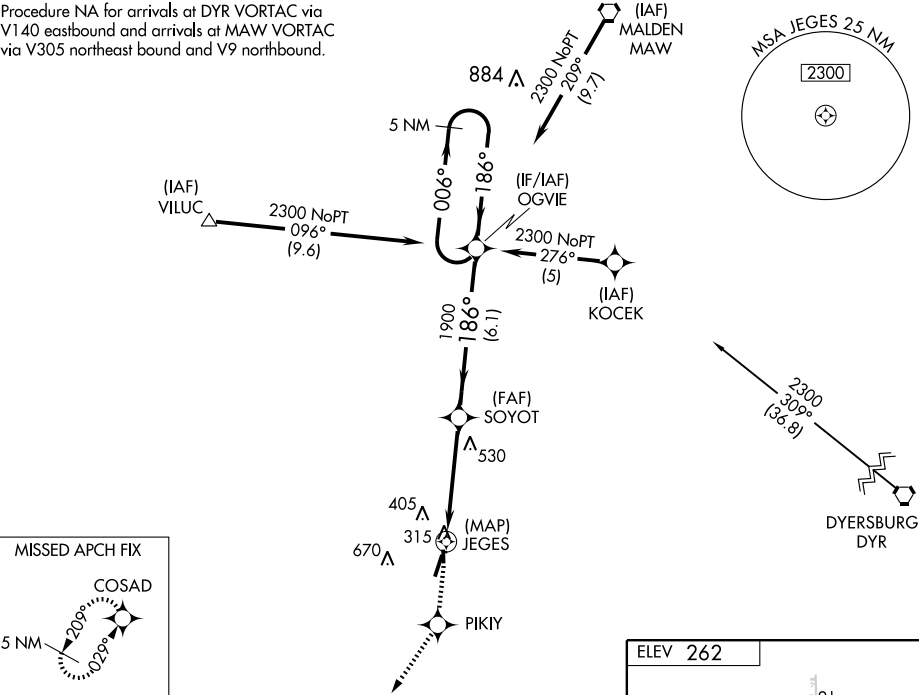
Kennett Memorial (TKX)

**NA** DME/DME RNP-0.3 NA. Circling NA to Rwy 36 at night. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting. Circling NA west of Rwy 2 and 18. VDP NA when using Blytheville Muni altimeter setting.

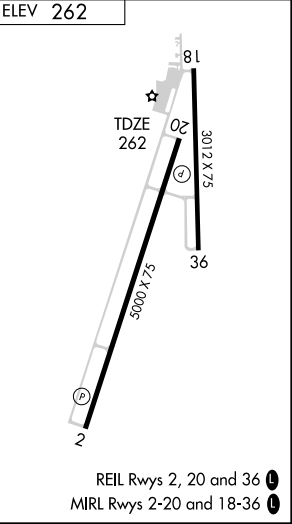
MISSED APPROACH: Climb to 2300 direct PIKIY and via 214° track to COSAD and hold.

MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) 0

Procedure NA for arrivals at DYR VORTAC via V140 eastbound and arrivals at MAW VORTAC via V305 northeast bound and V9 northbound.





CATEGORY	A	B	C	D
LNAV MDA	840-1 578 (600-1)	840-1½ 578 (600-1½)	840-1½ 578 (600-1½)	NA
CIRCLING	840-1 578 (600-1)	840-1½ 578 (600-1½)	840-1½ 578 (600-1½)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
LNAV MDA	880-1 618 (700-1)	880-1¾ 618 (700-1¾)	880-1¾ 618 (700-1¾)	NA
CIRCLING	880-1 618 (700-1)	880-1¾ 618 (700-1¾)	880-1¾ 618 (700-1¾)	NA



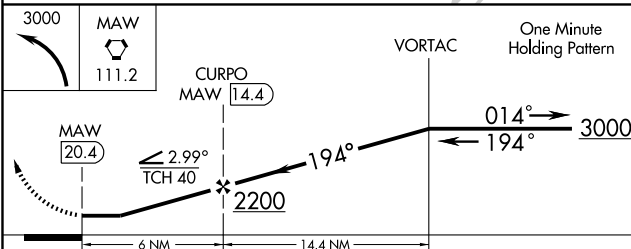
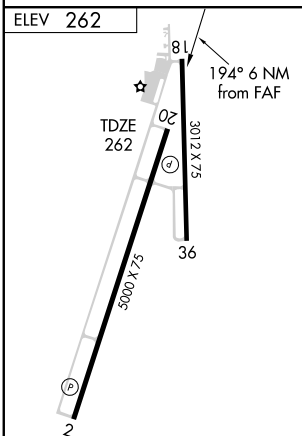
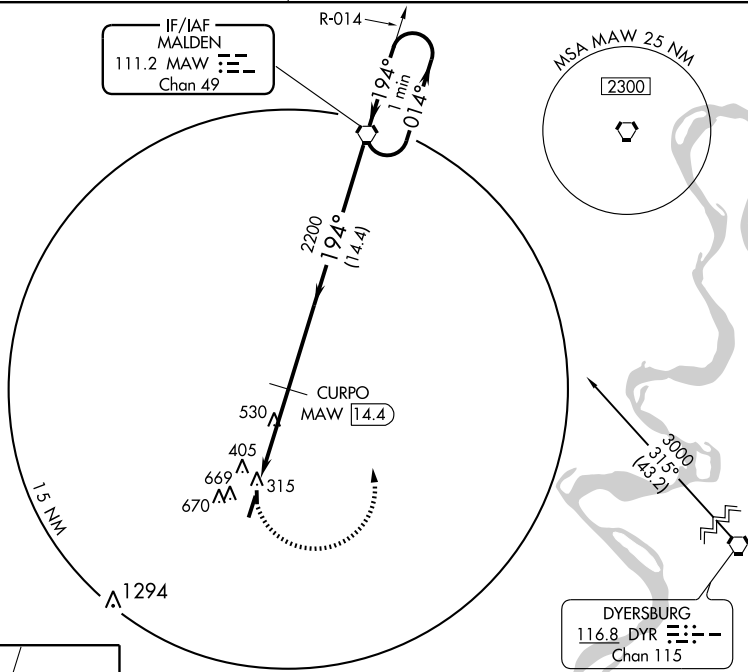
VORTAC MAW <b>111.2</b> Chan <b>49</b>	APP CRS <b>194°</b>	Rwy Idg <b>5000</b> TDZE <b>262</b> Apt Elev <b>262</b>
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VOR/DME RWY 20  
KENNETT MEMORIAL (TKX)

	Circling NA west of Rwy 2 and 18.
	Circling NA to Rwy 36 at night.
	Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.

**MISSED APPROACH:** Climbing left turn to 3000 direct  
MAW VORTAC and hold.

MEMPHIS CENTER  
120,075 289.4

UNICOM  
122.8 (CTAF) **L**

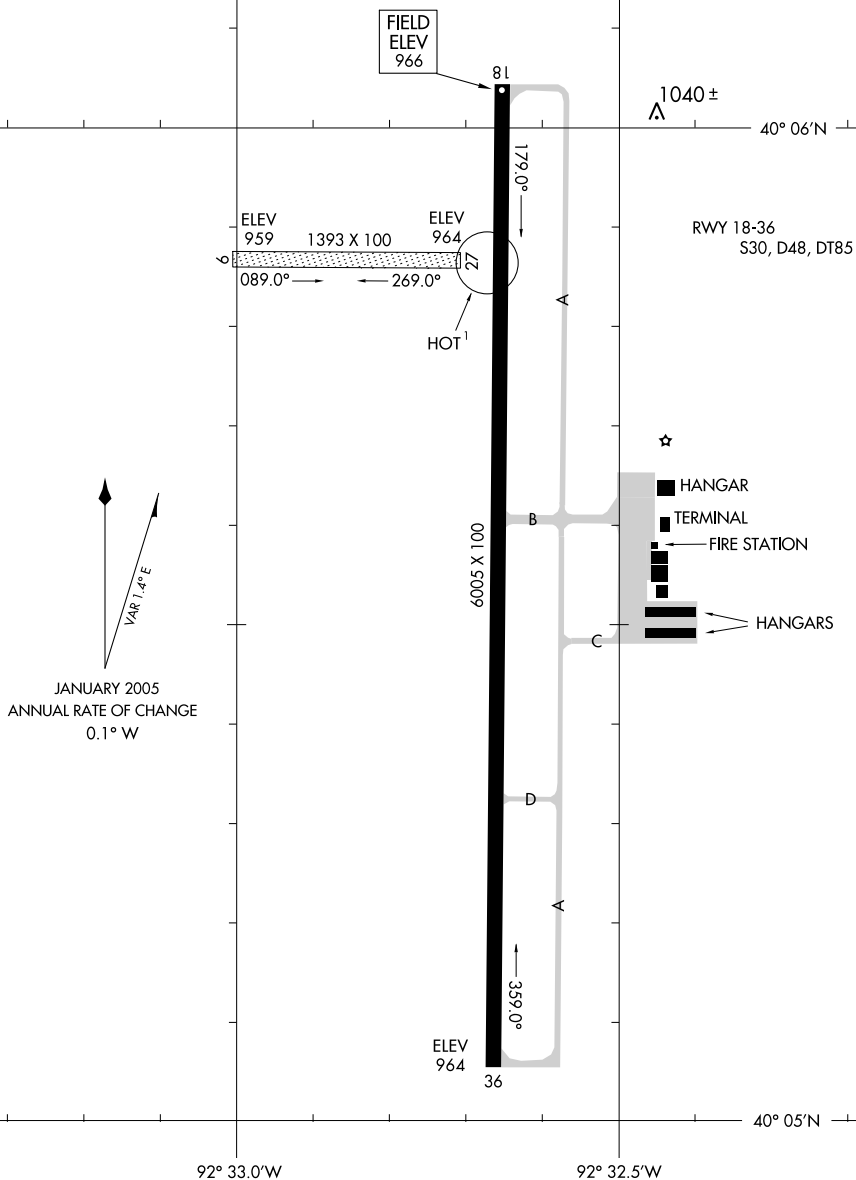
CATEGORY	A	B	C	D
S-20	900-1 638 (700-1)	900-1¼ 638 (700-1¼)	900-1¾ 638 (700-1¾)	NA
CIRCLING	900-1 638 (700-1)	900-1¼ 638 (700-1¼)	900-1¾ 638 (700-1¾)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
S-20	940-1 678 (700-1)	940-1¼ 678 (700-1¼)	940-2 678 (700-2)	NA
CIRCLING	940-1 678 (700-1)	940-1¼ 678 (700-1¼)	940-2 678 (700-2)	NA

NC-3 22 OCT 2009 to 19 NOV 2009



## AIRPORT DIAGRAM

AL-217 (FAA)

KIRKSVILLE RGNL (IRK)  
KIRKSVILLE, MISSOURIASOS  
121.125  
CTAF/UNICOM  
122.8

LOC/DME I-RK <b>111.5</b> Chan <b>52</b>	APP CRS <b>357°</b>	Rwy Idg TDZE Apt Elev	<b>6005</b> <b>965</b> <b>966</b>
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ILS or LOC/DME RWY 36  
KIRKSVILLE RGNL (IRK)

**▼** When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all DA 158 feet, and all MDA 160 feet; increase S-LS 36 all Cats, S-LOC 36 Cats C and D and Grd/Cats C and D visibility  $\frac{1}{2}$  mile. VDP NA when using Ottumwa Industrial altimeter setting. For Inoperative MALSR when using Ottumwa Industrial altimeter setting, increase S-LS 36 all Cats visibility  $\frac{1}{2}$  mile, and S-LOC 36 Cat D visibility to  $\frac{1}{2}$ . DME Required. For Inoperative MALSR, increase S-LOC 36 Cat D visibility  $\frac{1}{2}$  mile.

MALSR



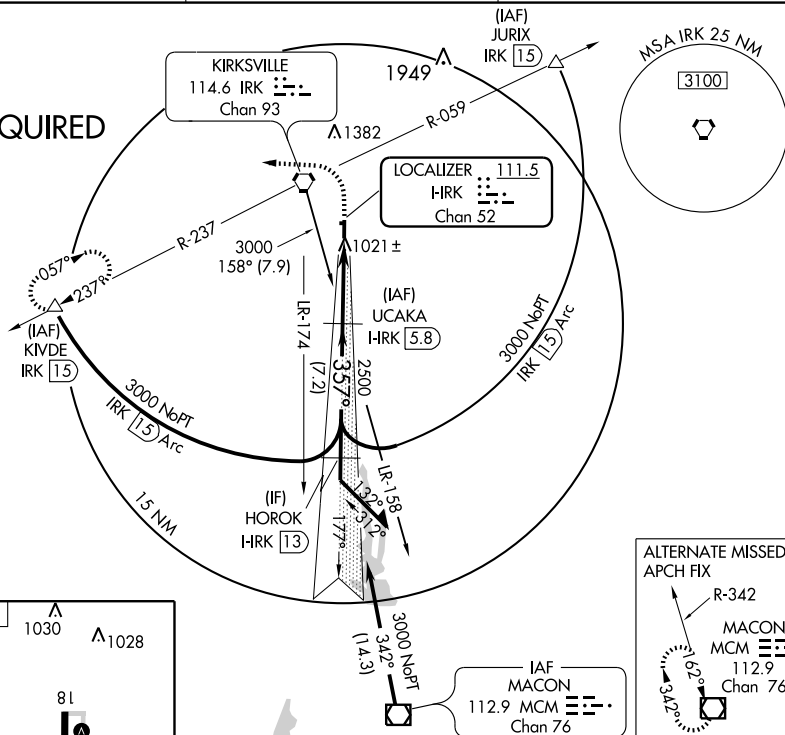
**MISSED APPROACH:** Climb to 1600 then climbing left turn to 3000 via heading 270° and IRK VORTAC R-237 to KIVDE/IRK 15 DME and hold.

ASOS  
121-125

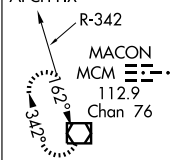
KANSAS CITY CENTER  
132.6 370.9

UNICOM  
122.8 (CTAF) **L**

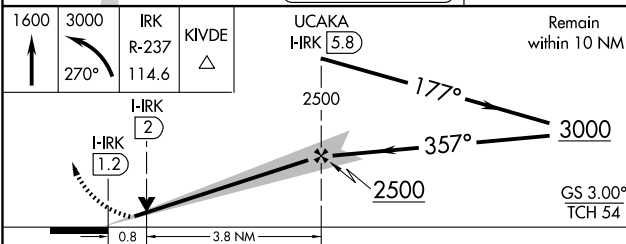
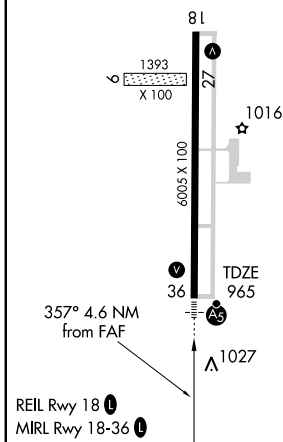
## DME REQUIRED



ALTERNATE MISSED  
APCH FIX



ELEV 966	Λ
	1030 Λ <sub>1028</sub>



CATEGORY	A	B	C	D
S-ILS 36	1165- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ )			
S-LOC 36	1280- $\frac{1}{2}$ 315 (400- $\frac{1}{2}$ )			1280- $\frac{3}{4}$ 315 (400- $\frac{3}{4}$ )
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1 $\frac{1}{2}$ 454 (500-1 $\frac{1}{2}$ )	1520-2 554 (600-2)

▼

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

▲

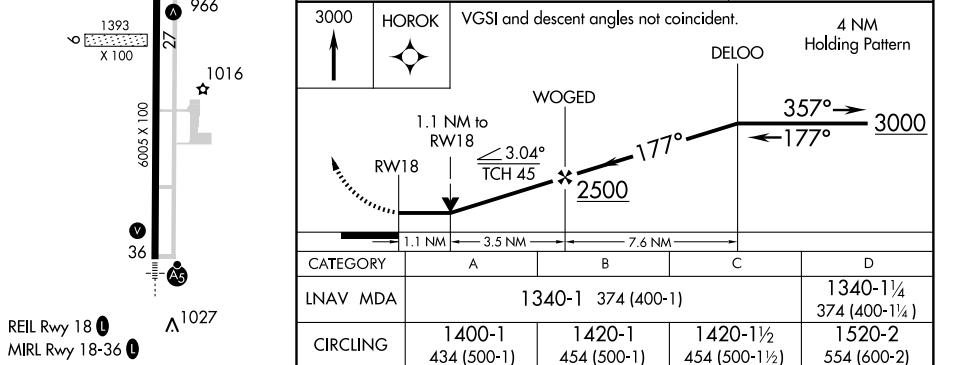
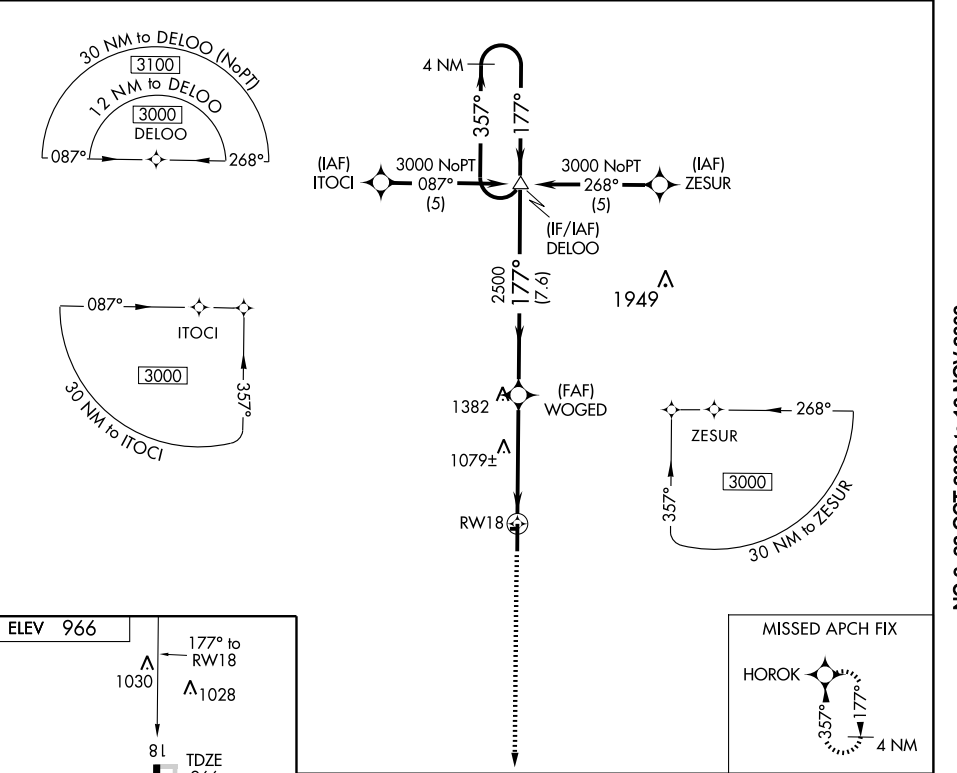
VDP NA when using Ottumwa Industrial altimeter setting.

▲

When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet; increase LNAV Cats C and D visibility ½ mile, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HOROK and hold.

ASOS 121.125	KANSAS CITY CENTER 132.6 370.9	UNICOM 122.8 (CTAF) 0
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REIL Rwy 18 0  
MIRL Rwy 18-36 0

RNAV (GPS) RWY 36  
KIRKSVILLE RGNL (IRK)

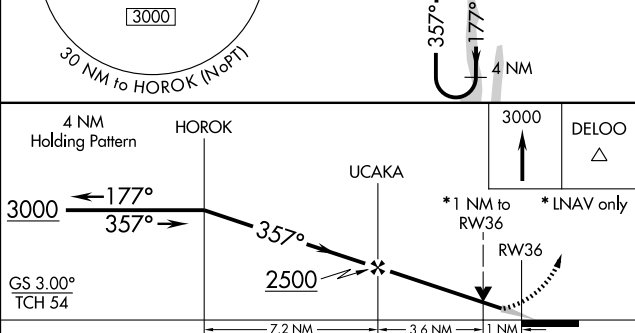
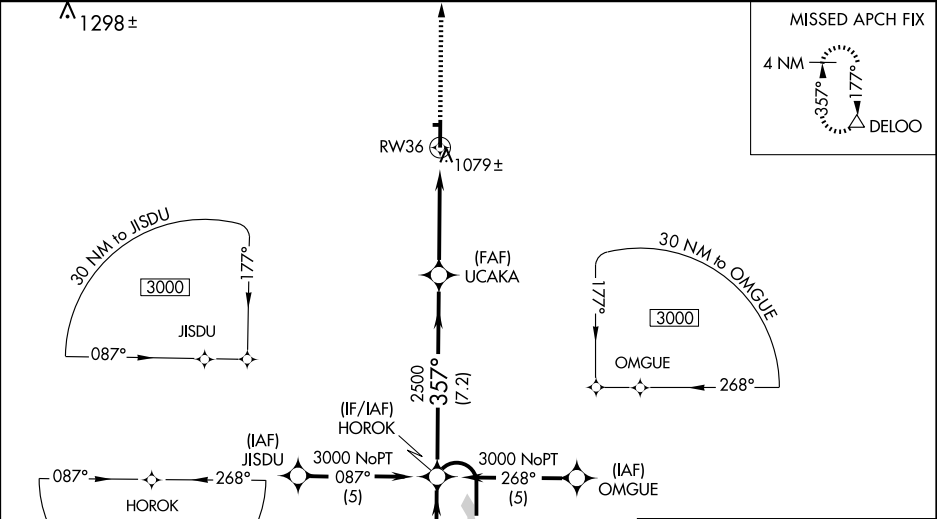
WAAS CH <b>70513</b> <b>W36A</b>	APP CRS <b>357°</b>	Rwy Idg TDZE Apt Elev	<b>6005</b> <b>965</b> <b>966</b>
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**Baro-VNAV NA** when using Ottumwa Industrial altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.  
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all DA 158 feet, and all MDA 160 feet; increase LPV all Cats; LNAV Cat D, and Circling Cat C and D visibility ½ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cat C visibility ½ mile.  
VDP NA when using Ottumwa Industrial altimeter setting.  
For inoperative MALSR, when using Ottumwa Industrial altimeter setting increase LPV all Cats visibility to 1¼, and LNAV Cat D visibility to 1¼.

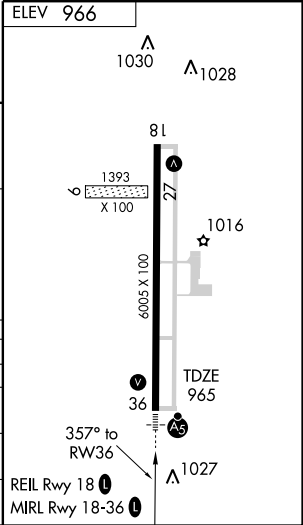
MALSR

MISSED APPROACH: Climb to 3000 direct DELOO and hold.

ASOS <b>121.125</b>	KANSAS CITY CENTER <b>132.6 370.9</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA		1165-½	200 (200-½)	
LNAV/VNAV DA		1349-¾	384 (400-¾)	
LNAV MDA	1340-½	375 (400-½)		1340-1 375 (400-1)
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)



VORTAC IRK <b>114.6</b> Chan <b>93</b>	APP CRS <b>134°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>966</b>
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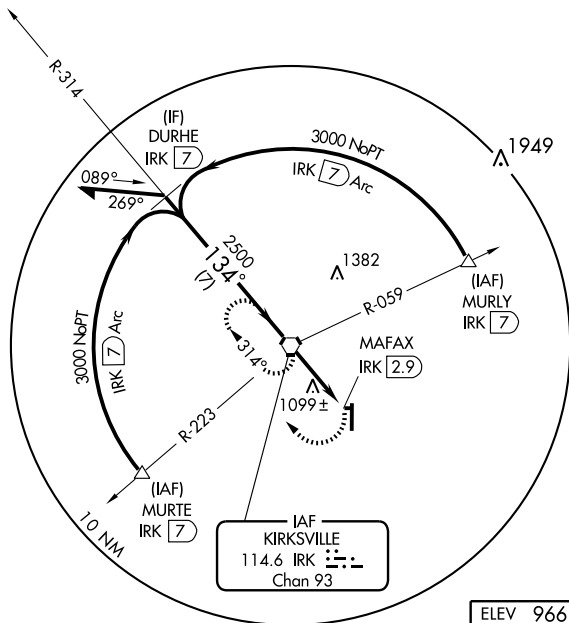
VOR-A  
KIRKSVILLE RGNL (IRK)

**T** When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet, increase Cats C and D visibility  $\frac{1}{4}$  mile.

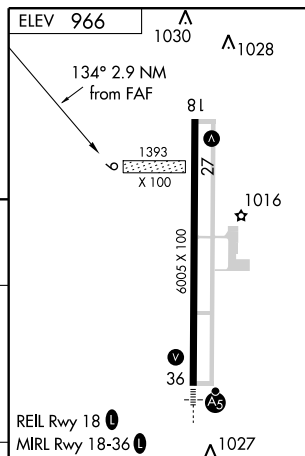
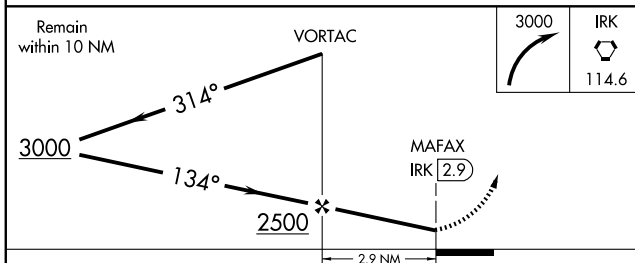
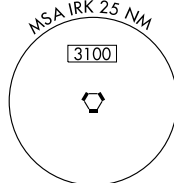
**MISSED APPROACH:** Climbing right turn to 3000 direct IRK VORTAC and hold, continue climb-in-hold to 3000.

ASOS  
**121,125**

KANSAS CITY CENTER  
132.6 370.9

UNICOM  
122.8 (CTAF) **L**

NoPT for arrivals at IRK VORTAC  
on airway radials 259 CW 007.



CATEGORY	A	B	C	D	FAF to MAP 2.9 NM					
CIRCLING	1400-1	1420-1	1420-1½	1520-2	Knots	60	90	120	150	180
	434 (500-1)	454 (500-1)	454 (500-1½)	554 (600-2)	Min:Sec	2:54	1:56	1:27	1:10	0:58

VORTAC IRK <b>114.6</b> Chan <b>93</b>	APP CRS <b>314°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>966</b>
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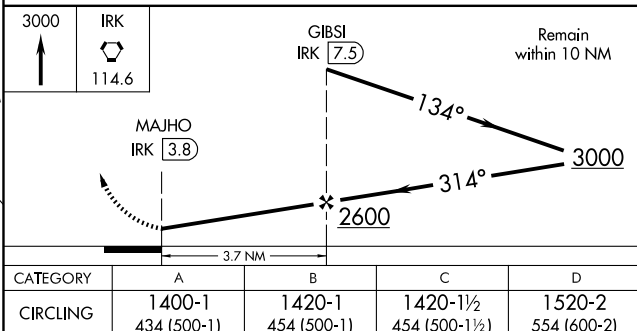
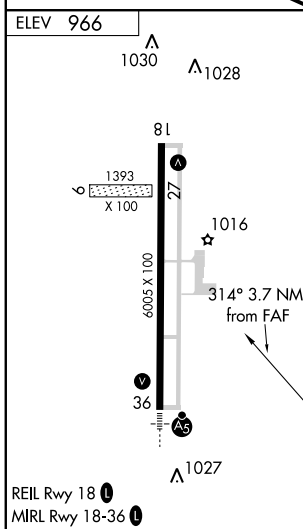
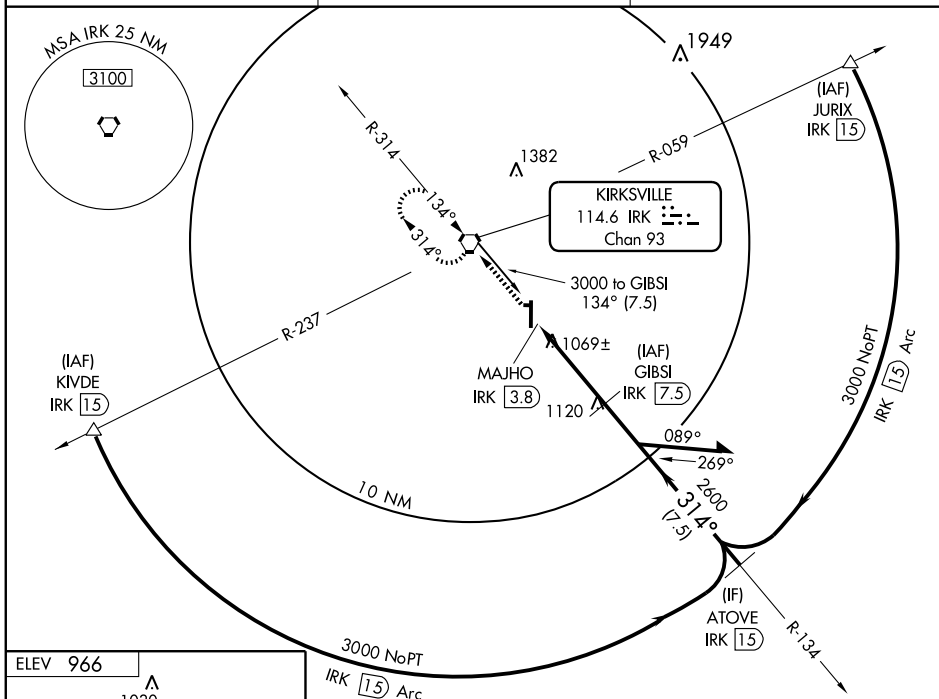
VOR/DME-B  
KIRKSVILLE RGNL (IRK)

**T** When local altimeter setting not received, use Ottumwa  
**A** Industrial altimeter setting and increase all MDA 160 feet,  
 and increase Cats C and D visibility  $\frac{1}{4}$  mile.

**MISSED APPROACH:** Climb to 3000 direct IRK VORTAC and hold, continue climb-in-hold to 3000.

ASOS  
**121,125**

KANSAS CITY CENTER  
132.6 370.9

UNICOM  
122.8 (CTAF) **L**

ATIS ★  
118.725 239.025  
WHITEMAN TOWER  
132.4 255.6  
GND CON  
128.275 275.8  
CLNC DEL  
121.75 335.8

SEPTEMBER 2008  
ANNUAL RATE OF CHANGE  
0.1° W



38°45'N

600  
x 200

1000  
x 200

FIELD  
ELEV  
870

189.0°

ELEV 870

★ 1030

FIRE DEPT  
BASE OPS  
CONTROL  
TOWER  
984

TAXIWAY F  
ELEV  
835

TAXIWAY E

ANG  
HANGAR

38°44'N

12,400 x 200

COMPASS  
ROSE

HOT CARGO  
PAD

600  
x 200

009.0°

ELEV  
838

1000  
x 200

Rwy 1-19  
PCN 72 R/B/W/T

38°43'N

93°34'W

93°33'W

93°32'W

NC-3: 22 OCT 2009 to 19 NOV 2009

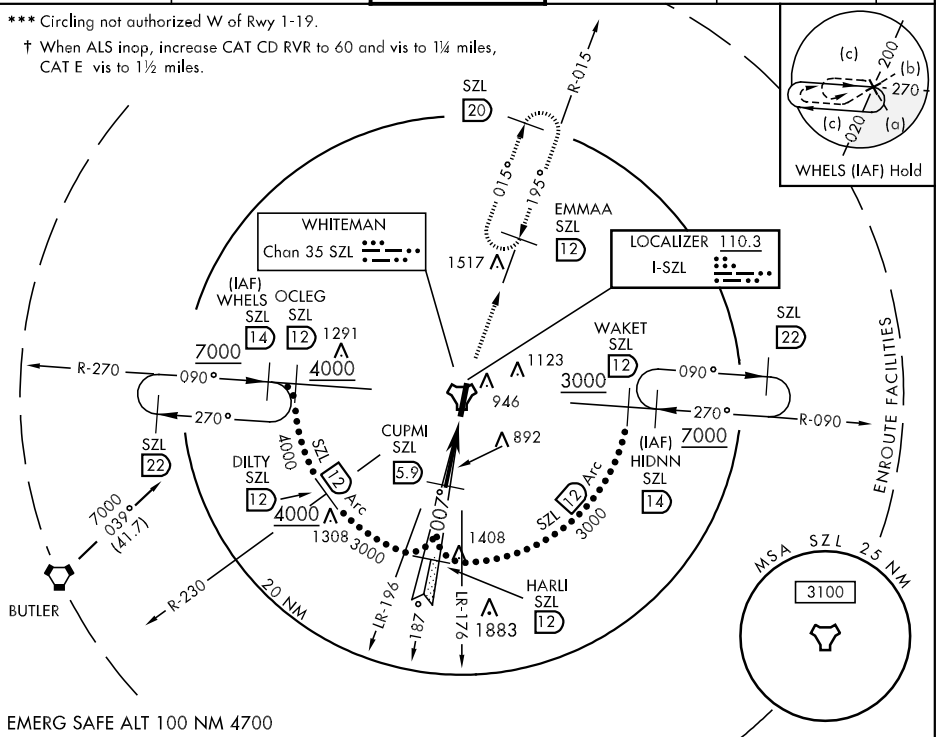
LOC I-SZL <b>110.3</b>	APCH CRS <b>007°</b>	Rwy Idg <b>12,400</b> TDZE <b>837</b> Arpt Elev <b>870</b>	JAL-496 [USAF]	WHITEMAN AFB (KSZL)
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<p>▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.</p> <p>** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.</p>	<p>ALSF-1</p> <p>A1</p>	<p>MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.</p>
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<p>ATIS ★</p> <p><b>118.725 239.025</b></p>	<p>WHITEMAN APP CON</p> <p><b>127.45 284.0</b></p>	<p>WHITEMAN TOWER</p> <p><b>132.4 255.6</b></p>	<p>GND CON</p> <p><b>128.275 275.8</b></p>	<p>CLNC DEL</p> <p><b>121.75 335.8</b></p>	<p>ASR</p>
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\*\*\* Circling not authorized W of Rwy 1-19.

† When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.



EMERG SAFE ALT 100 NM 4700

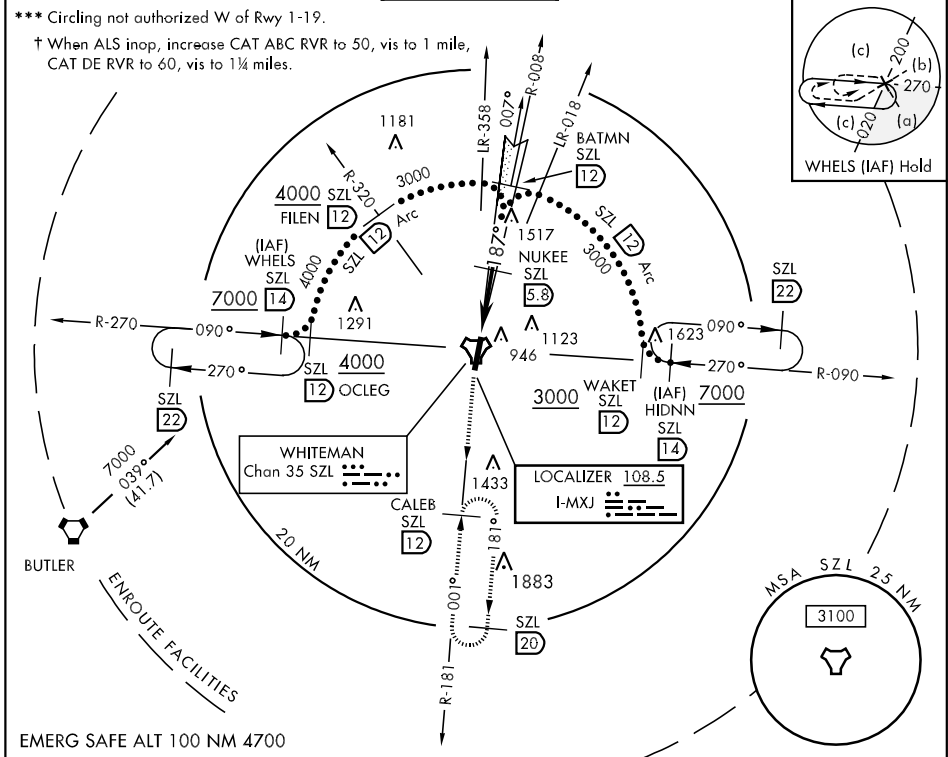
<p>HARLI SZL 12</p> <p>3000</p> <p>GS 2.86° TCH 51</p>			<p>CUPMI SZL 5.9</p> <p>2300</p> <p>4.1 NM</p>			<p>BONIC SZL 2.5</p> <p>1.8</p> <p>0.5</p>			<p>TACAN</p> <p>3000</p> <p>EMMAA SZL 12</p> <p>ELEV 870</p>		
<p>CATEGORY</p>			<p>C</p>			<p>D</p>			<p>E</p>		
<p>S-ILS 1*</p>			<p>1037/24</p>			<p>200</p>			<p>(200-½)</p>		
<p>S-LOC 1**</p>			<p>1240/40</p>			<p>403</p>			<p>(400-¾)</p>		
<p>CIRCLING***</p>			<p>1340-1½</p>			<p>1420-2</p>			<p>1460-2</p>		
			<p>470</p>			<p>(500-1½)</p>			<p>590</p>		
			<p>(500-1½)</p>			<p>(600-2)</p>			<p>(600-2)</p>		
<p>S-ASR 1 †</p>			<p>1260/40</p>			<p>423</p>			<p>(400-¾)</p>		
			<p>1260/50</p>			<p>423</p>			<p>(400-1)</p>		



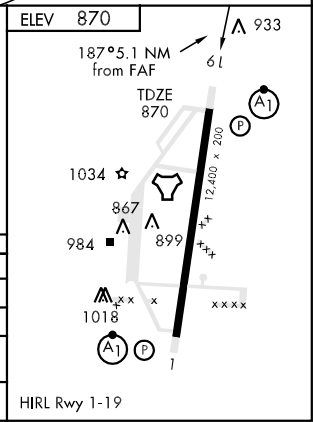
LOC I-MXJ <b>108.5</b>	APCH CRS <b>187°</b>	Rwy Idg <b>12,400</b> TDZE <b>870</b> Arpt Elev <b>870</b>	JAL-496 [USAF]	WHITEMAN AFB (KSZL)
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<p>▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.</p> <p>** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.</p>	<p>ALS-F1</p> <p>A1</p>	<p>MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.</p>
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<p>ATIS ★</p> <p><b>118.725 239.025</b></p>	<p>WHITEMAN APP CON</p> <p><b>127.45 284.0</b></p>	<p>WHITEMAN TOWER</p> <p><b>132.4 255.6</b></p>	<p>GND CON</p> <p><b>128.275 275.8</b></p>	<p>CLNC DEL</p> <p><b>121.75 335.8</b></p>	<p>ASR</p>
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3000 SZL R-181	CALEB SZL 12	VGS and glideslope not coincident.			BATMN 12	3000
TACAN		FETRA 1.2	NUKKE 5.3	187°	2300	GS 2.50° TCH 53
0.5		4.6 NM				
CATEGORY	C	D	E			
S-ILS 19 *	1070/24	200	(200-½)			
S-LOC 19 **	1240/40	370	(400-¾)			
CIRCLING ***	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)			
S-ASR 19 †	1260/40 390 (400-¾)					

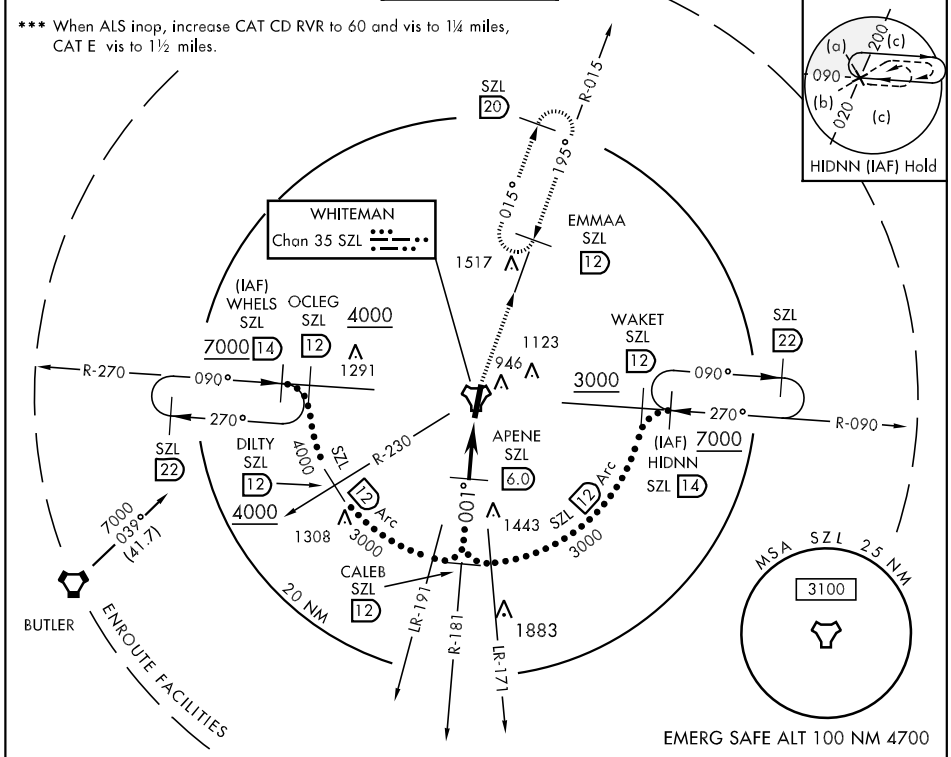


TACAN SZL Chan 35	APCH CRS 001°	Rwy Idg 12,400 TDZE 837 Arpt Elev 870	JAL-496 [USAF]	WHITEMAN AFB (KSZL)
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\* When ALS inop, increase CAT CD RVR to 60 and vis to 1½ miles, CAT E vis to 1½ miles.  
 \*\* Circling not authorized W of Rwy 1-19.

MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

ATIS ★ 118.725 239.025	WHITEMAN APP CON 127.45 284.0	WHITEMAN TOWER 132.4 255.6	GND CON 128.275 275.8	CLNC DEL 121.75 335.8	ASR
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CALEB 3000 001° 2300 4.2 NM 0.5

APENE 6.0 COBLU 1.8 TACAN

2.85° TCH 50

CATEGORY	C	D	E
S-1 *	1260/40 423 (400-¾)	1260/50 423 (400-1)	
CIRCLING **	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 1 ***	1260/40 423 (400-¾)	1260/50 423 (400-1)	

ELEV 870

3000 SZL R-015 EMMAA 12

1034 ☆ 984 ■ 1018 (P) 990 ▲ TDZE 837 882

61 (A1) (P) 12,400 x 200 882

HIRL Rwy 1-19 001° to TACAN

TACAN	SZL	APCH CRS	Rwy Idg	12,400		
Chan	35	195°	TDZE	870	JAL-496 [USAF]	WHITEMAN AFB (KSZL)
			Arot Elev	870		



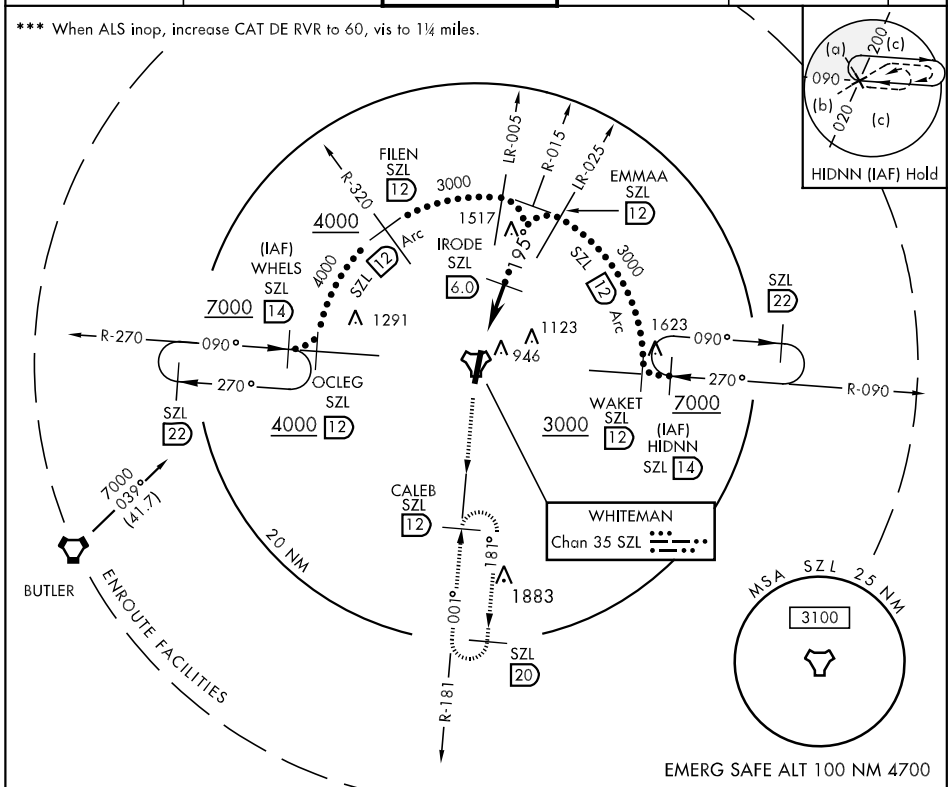
\* When ALS inop, increase CAT C RVR to 50 and vis to 1 miles, CAT DE RVR to 60 and vis to 1¼ miles.  
\*\* Circling not authorized W of Rwy 1-19.



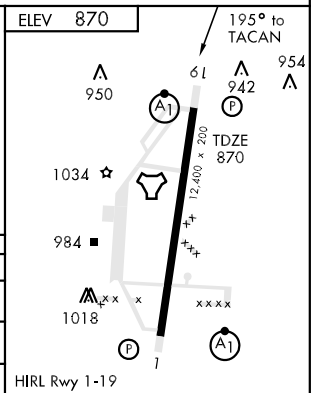
**MISSED APPROACH:** Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

\*\*\* When ALS inop, increase CAT DE RVR to 60, vis to 1¼ miles.



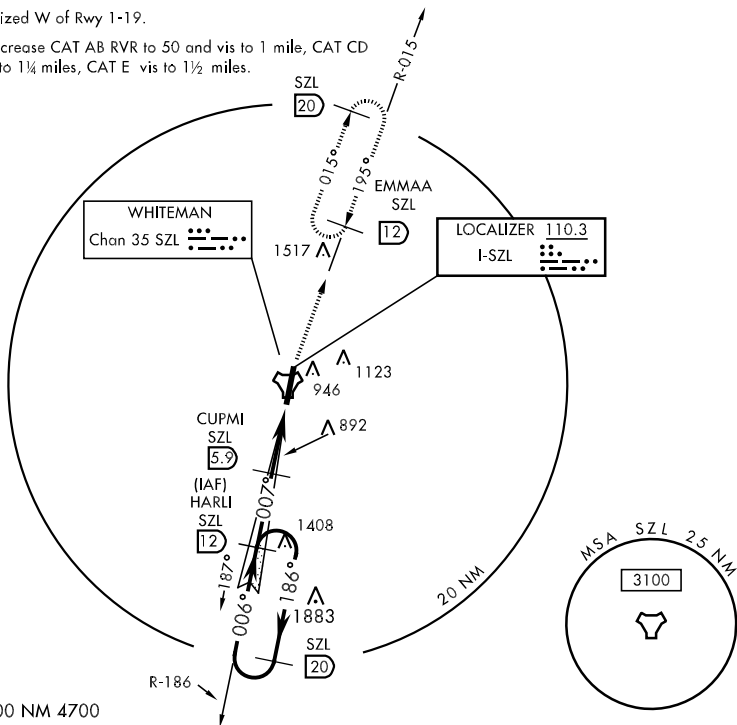
CATEGORY	C	D	E
S-19 *	1260/40	390 (400-34)	
CIRCLING **	1340-1½ (500-1½)	1420-2 (600-2)	1460-2 (600-2)
S-ASR 19 ***	1260/40	390 (400-34)	



LOC I-SZL <u>110.3</u>	APCH CRS <b>007°</b>	Rwy Idg <b>12,400</b> TDZE <b>837</b> Arpt Elev <b>870</b>	AL-496 [USAF]	WHITEMAN AFB (KSZL)		
<div><div>▼</div><div>* When ALS inop, increase all CAT RVR to 40 and vis to ¾ mile. ** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.</div></div>			<div>ALS-1</div> <div><div>A1</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div>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\*\*\* Circling not authorized W of Rwy 1-19.

† When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1 ¼ miles, CAT E vis to 1 ½ miles.



EMERG SAFE ALT 100 NM 4700

HARLI 12 3000 ← 186° 006° → GS 2.86° TCH 51		CUPMI 5.9 2300 2.5 BONIC 1.8 TACAN		3000 SZL R-015 EMMAA SZL 12 ELEV 870	61 A1 P 1009 1034 ★ 984 ■ 1018 ▲ 850 860 962 007° 4.6 NM from FAF HIRL Rwy 1-19
CATEGORY	A	B	C	D	E
S-ILS 1*	1037/24		200	(200-½)	
S-LOC 1**	1240/24	403 (400-½)	1240/40	403 (400-¾)	1240/50 403 (400-1)
CIRCLING***	1340-1	470 (500-1)	1340-1 ½ 470 (500-1 ½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 1 †	1260/24	423 (400-½)	1260/40	423 (400-¾)	1260/50 423 (400-1)

LOC I-MXJ <b>108.5</b>	APCH CRS <b>187°</b>	Rwy ldg <b>12,400</b> TDZE <b>870</b> Arpt Elev <b>870</b>
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AL-496 [USAF]

WHITEMAN AFB (KSZL)

▼ \* When ALS inop, increase all CAT RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to  $1\frac{1}{4}$  miles.

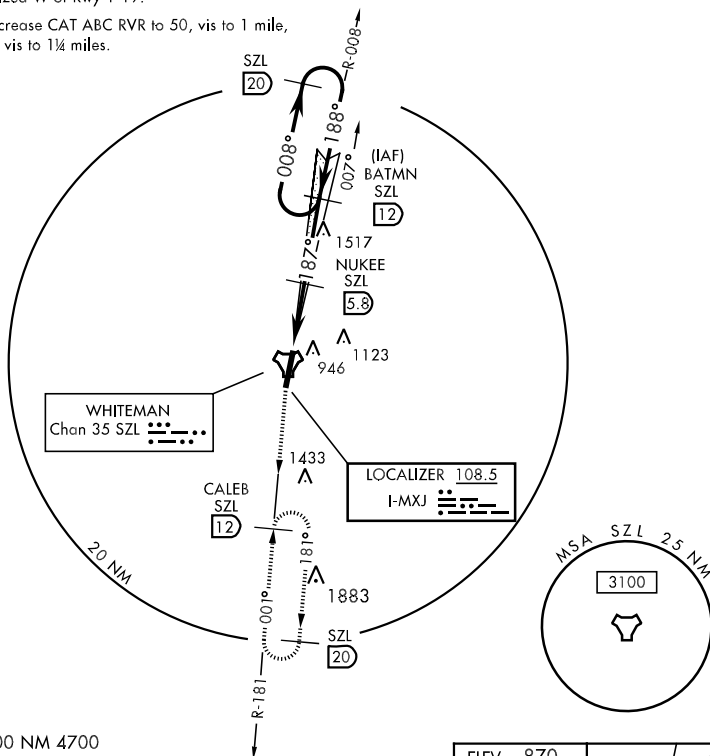


MISSED APPROACH: Climb to 3000 via  
 SZL TACAN R-181 to CALEB and hold.

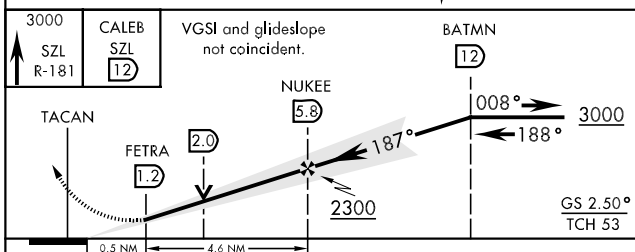
ATIS ★ <b>118.725 239.025</b>	WHITEMAN APP CON <b>127.45 284.0</b>	WHITEMAN TOWER <b>132.4 255.6</b>	GND CON <b>128.275 275.8</b>	CLNC DEL <b>121.75 335.8</b>	ASR
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\*\*\* Circling not authorized W of Rwy 1-19.

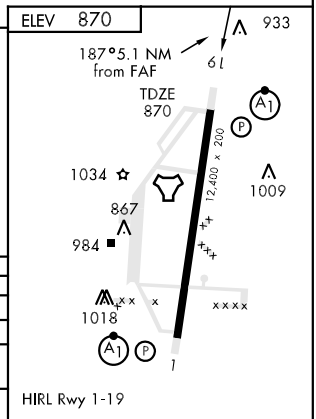
† When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile,  
 CAT DE RVR to 60, vis to  $1\frac{1}{4}$  miles.



EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-ILS 19 *	1070/24		200	(200- $\frac{1}{2}$ )	
S-LOC 19 **	1240/24	370 (400- $\frac{1}{2}$ )	1240/40	370	(400- $\frac{3}{4}$ )
CIRCLING ***	1340-1	470 (500-1)	1340-1 $\frac{1}{2}$ 470 (500-1 $\frac{1}{2}$ )	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 19 †	1260/24	390 (400- $\frac{1}{2}$ )	1260/40	390	(400- $\frac{3}{4}$ )



APCH CRS	Rwy Idg	12,400
007°	TDZE	837
	Arpt Elev	870

AL-496 [USAF]

WHITEMAN AFB (KSZL)

**T** \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

\*\* Circling not authorized W of Rwy 1-19.

ALSF-1

**MISSED APPROACH:** Climb to 3000 direct SKIDD and hold.

ATIS ★  
118.725 239.025

WHITEMAN APP CON  
127.45 284.0

WHITEMAN TOWER  
132.4 255.6

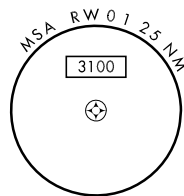
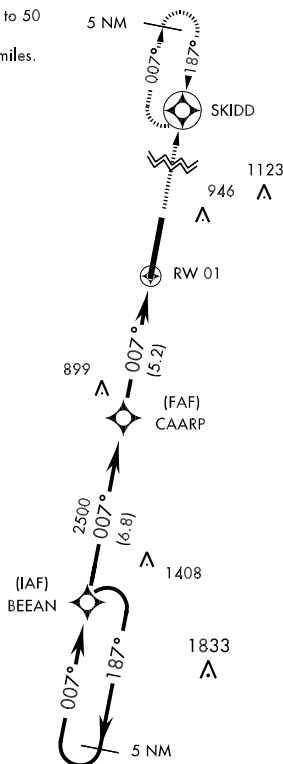
GND CON  
128.275 275.8

CLNC DEL  
**121.75 335.8**

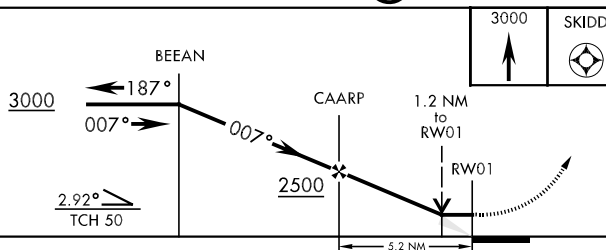
ASR

\*\*\* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

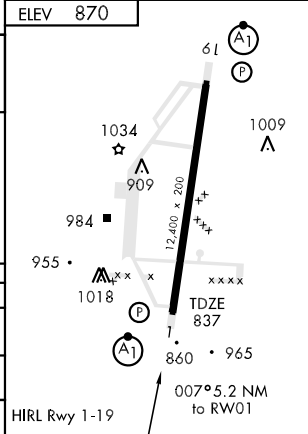
DME/DME RNP 0.3 N/A.



EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
LNAV MDA *	1260/24 423 (400-½)		1260/40 423 (400-¾)		1260/50 423 (400-1)
CIRCLING **	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 1 ***	1260/24 423 (400-½)		1260/40 423 (400-¾)		1260/50 423 (400-1)



KNOB NOSTER, MISSOURI

Orig 09155

38° 43' N-93° 33' W

WHITEMAN AFB (KSZL)

MAY / JUNE MAY / JUNE

APCH CRS <b>187°</b>	Rwy Idg <b>12,400</b> TDZE <b>870</b> Arpt Elev <b>870</b>
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AL-496[USAF]

WHITEMAN AFB (KSZL)

**▼** \* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1½ miles.  
\*\* Circling not authorized W of Rwy 1-19.

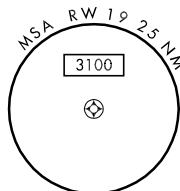
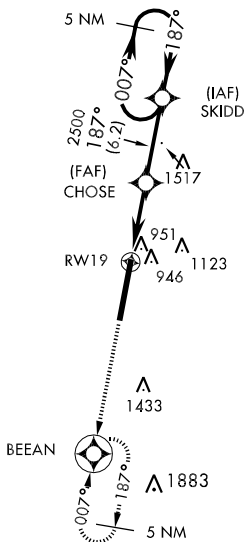


MISSED APPROACH: Climb to 3000 direct BEEAN and hold.

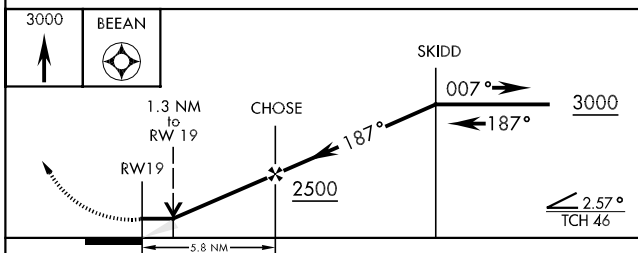
ATIS ★ <b>118.725 239.025</b>	WHITEMAN APP CON <b>127.45 284.0</b>	WHITEMAN TOWER <b>132.4 255.6</b>	GND CON <b>128.275 275.8</b>	CLNC DEL <b>121.75 335.8</b>	ASR
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\*\*\* When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1½ miles.

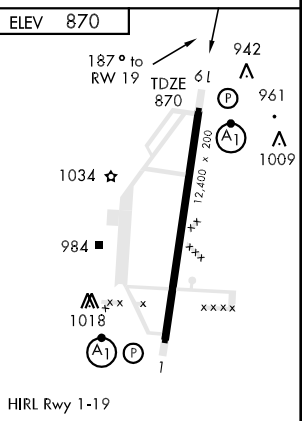
DME/DME RNP 0.3 N/A.



EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
LNAV MDA *	1260/24	390 (400-½)	1260/40	390 (400-¾)	
CIRCLING **	1340-1	470 (500-1)	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 19 ***	1260/24	390 (400-½)	1260/40	390 (400-¾)	







TACAN SZL Chan <b>35</b>	APCH CRS <b>195°</b>	Rwy Idg <b>12,400</b> TDZE <b>870</b> Arprt Elev <b>870</b>
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AL-496 [USAF]

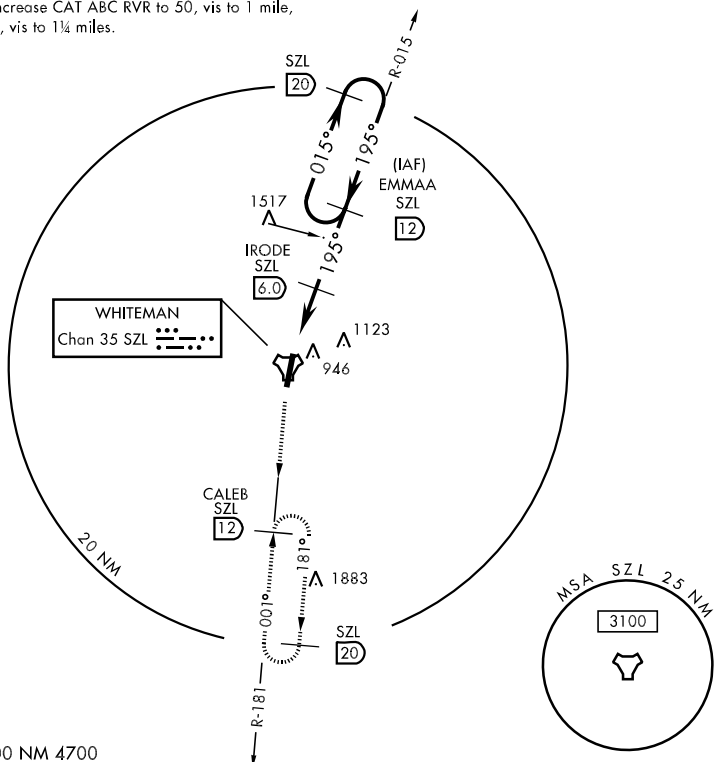
WHITEMAN AFB (KSZL)

<p>▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1½ miles.</p> <p>** Circling not authorized W of Rwy 1-19.</p>	<p>ALSF-1</p>
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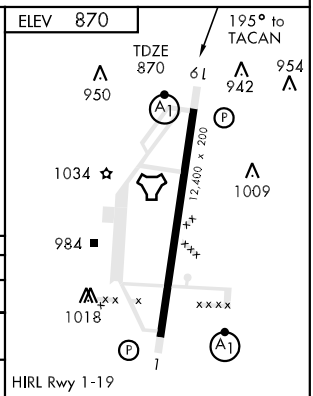
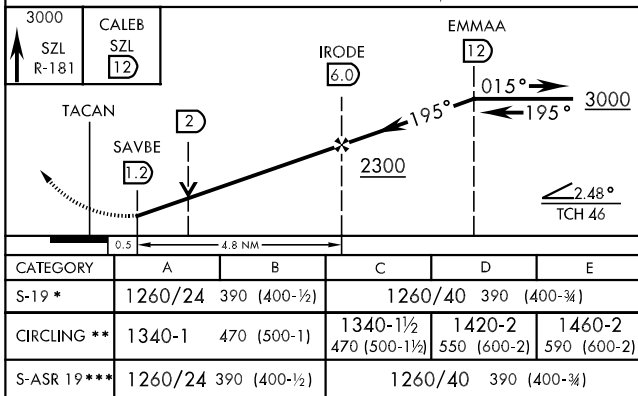
MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

<p>ATIS ★</p> <p><b>118.725 239.025</b></p>	<p>WHITEMAN APP CON</p> <p><b>127.45 284.0</b></p>	<p>WHITEMAN TOWER</p> <p><b>132.4 255.6</b></p>	<p>GND CON</p> <p><b>128.275 275.8</b></p>	<p>CLNC DEL</p> <p><b>121.75 335.8</b></p>	<p>ASR</p>
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\*\*\* When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1½ miles.



EMERG SAFE ALT 100 NM 4700



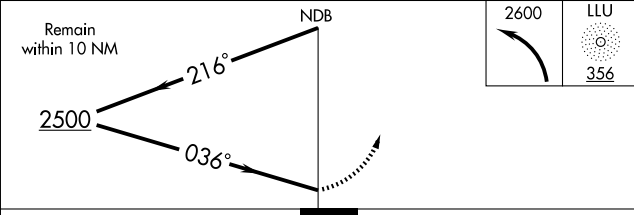
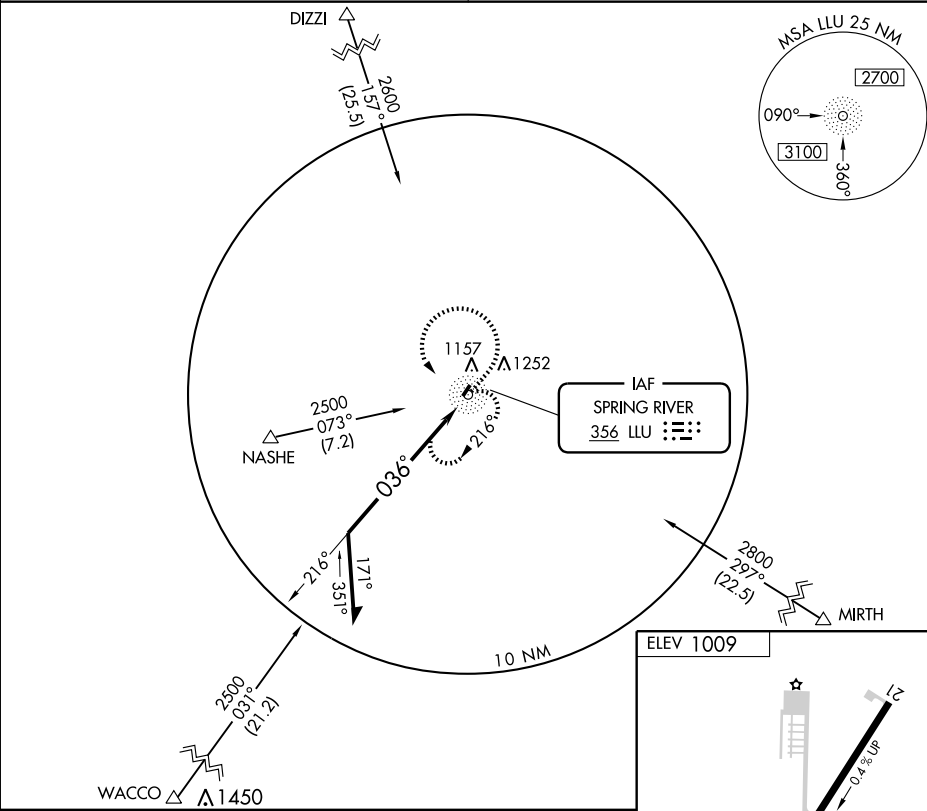
NDB RWY 3  
LAMAR MUNI (LLU)

NDB LLU	APP CRS	Rwy Idg
356	036°	2902
		TDZE 1008
		Apt Elev 1009

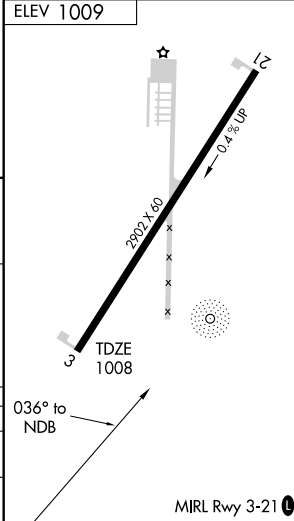
**⚠** Circling to Rwy 21 NA at night. Visibility reduction by helicopters NA.  
**⚠ NA** Use Joplin altimeter setting; when not received, use Springfield altimeter setting and increase all MDAs 100 feet, visibility S-3 Cat. C ¼ mile, Circling Cat. B ¼ mile and Cat. C ½ mile.

**MISSED APPROACH:** Climbing left turn to 2600 in LLU NDB holding pattern.

KANSAS CITY CENTER 128.6 282.325	CTAF 122.9
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CATEGORY	A	B	C	D
S-3	1640-1 632 (700-1)	1640-1 632 (700-1)	1640-1 632 (700-1)	NA
CIRCLING	1640-1 631 (700-1)	1660-1 651 (700-1)	1660-1 651 (700-1)	NA



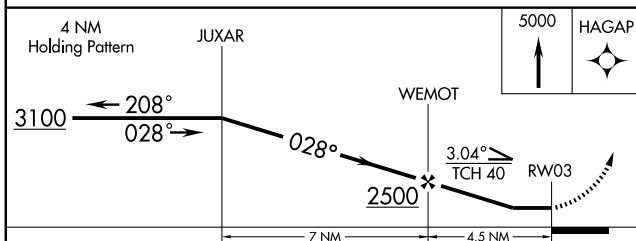
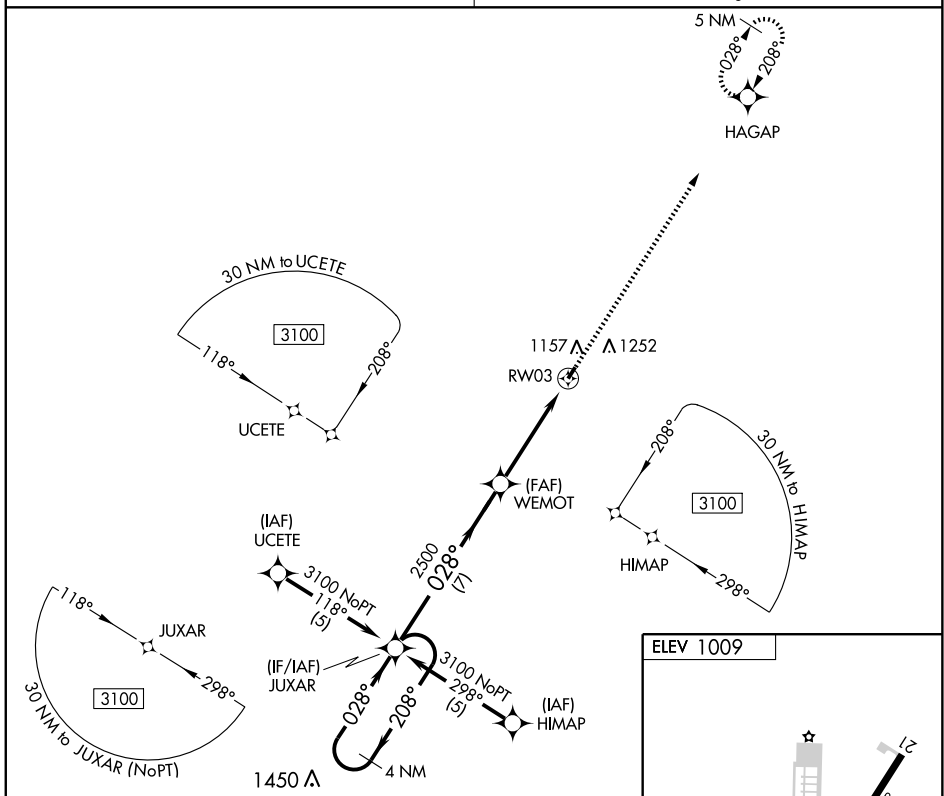
APP CRS	Rwy Idg	<b>2902</b>
<b>028°</b>	TDZE	<b>1008</b>
	Apt Elev	<b>1009</b>

RNAV (GPS) RWY 3  
LAMAR MUNI (LLU)

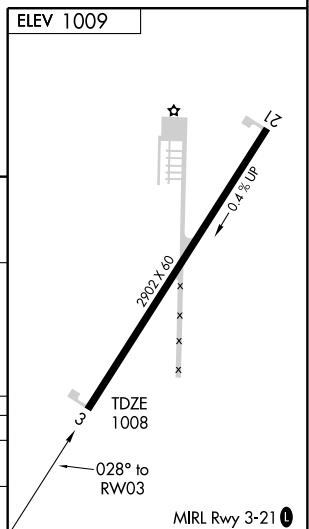
<b>T</b>	Circling to Rwy 21 NA at night. DME/DME RNP-0.3 NA.
<b>NA</b>	<p>Visibility reduction by helicopters NA.</p> <p>Use Joplin altimeter setting; when not received, use Springfield altimeter setting and increase all MDAs 100 feet, increase visibility LNAV Cat. C <math>\frac{1}{4}</math> mile, Circling Cat. B <math>\frac{1}{4}</math> mile and Cat. C <math>\frac{1}{2}</math> mile.</p>

**MISSED APPROACH:** Climb to 5000 direct HAGAP and hold, continue climb-in-hold to 5000.

KANSAS CITY CENTER  
128.6 282,325

CTAF  
122.9 **L**

CATEGORY	A	B	C	D
LNAV MDA	1520-1	512 (600-1)	1520-1½ 512 (600-1½)	NA
CIRCLING	1520-1 511 (600-1)	1660-1 651 (700-1)	1660-1¾ 651 (700-1¾)	NA



APP CRS	Rwy Idg	5000
179°	TDZE	1316
	Apt Elev	1321

RNAV (GPS) RWY 18

LEBANON/ FLOYD W. JONES LEBANON (LBO)

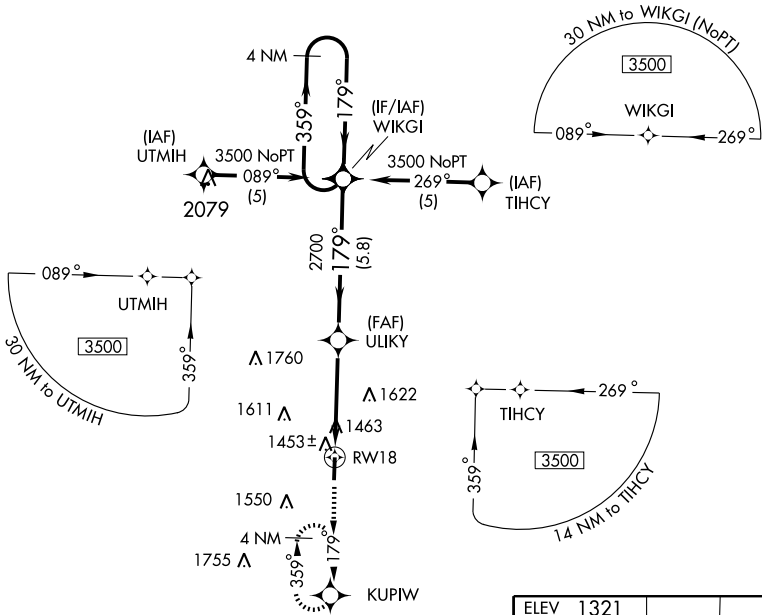
**NA** When local altimeter setting not received, use Springfield-Branson National altimeter setting and increase all DA/MDA 120 feet.

Baro-VNAV NA when using Springfield-Branson National altimeter setting.

Baro-VNAV NA below -17° C (1° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct KUPIW and hold.

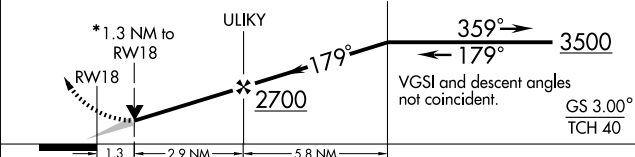
AWOS-3 118.975	SPRINGFIELD APP CON 121.1 290.5	CLNC DEL 123.725	UNICOM 122.8 (CTAF) 1
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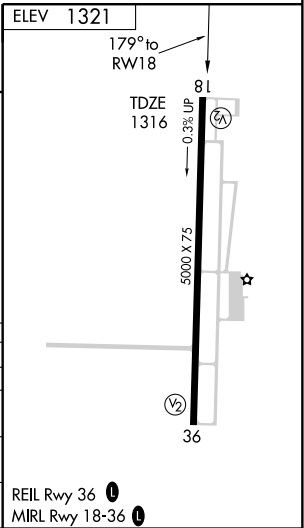
3500 KUPIW

\*LNAV only, VDP NA when using Springfield-Branson National altimeter setting.

4 NM Holding Pattern



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1937-2 ¼ 621 (700-2 ¼)			
LNAV MDA	1760-1 444 (500-1)	1760-1 ¼ 444 (500-1 ¼)		
CIRCLING	1820-1 499 (500-1)	1820-1 ½ 499 (500-1 ½)	1980-2 659 (700-2)	

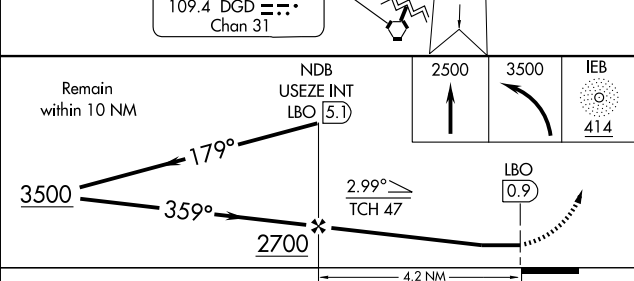
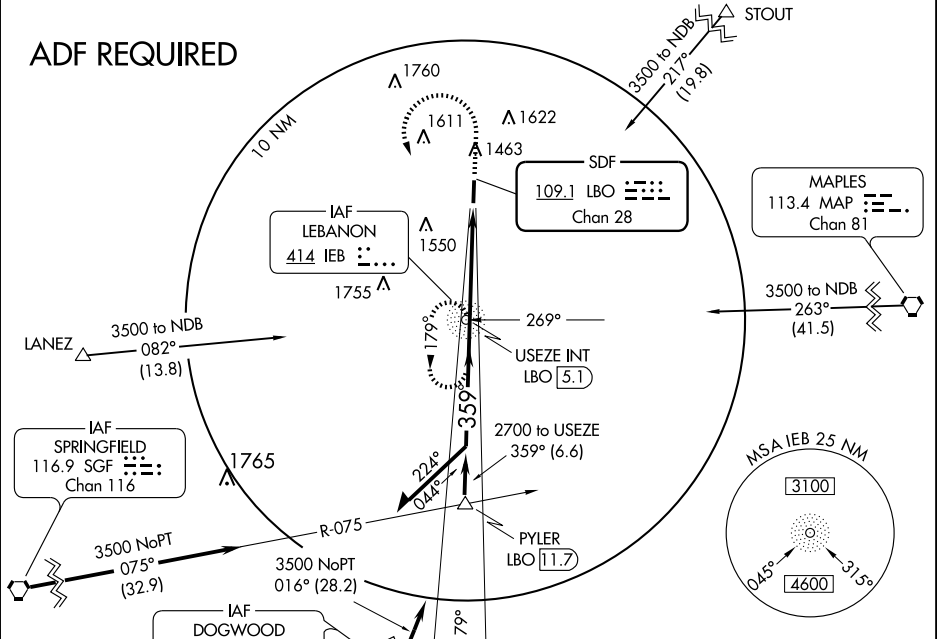




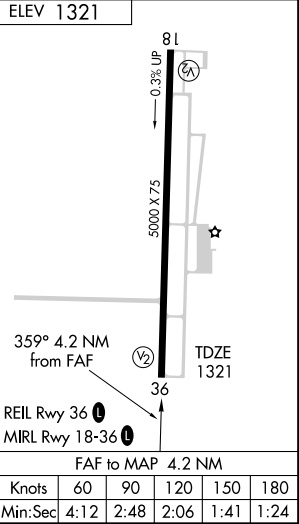
SDF LBO	APP CRS	Rwy Idg	5000
109.1	359°	TDZE	1321
Chan 28		Apt Elev	1321

NA	When local altimeter setting not received, use Springfield-Branson National altimeter setting.	MISSED APPROACH: Climb to 2500 then climbing left turn to 3500 direct IEB NDB and hold.
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AWOS-3	SPRINGFIELD APP CON	CLNC DEL	UNICOM
118.975	121.1 290.5	123.725	122.8 (CTAF) 0



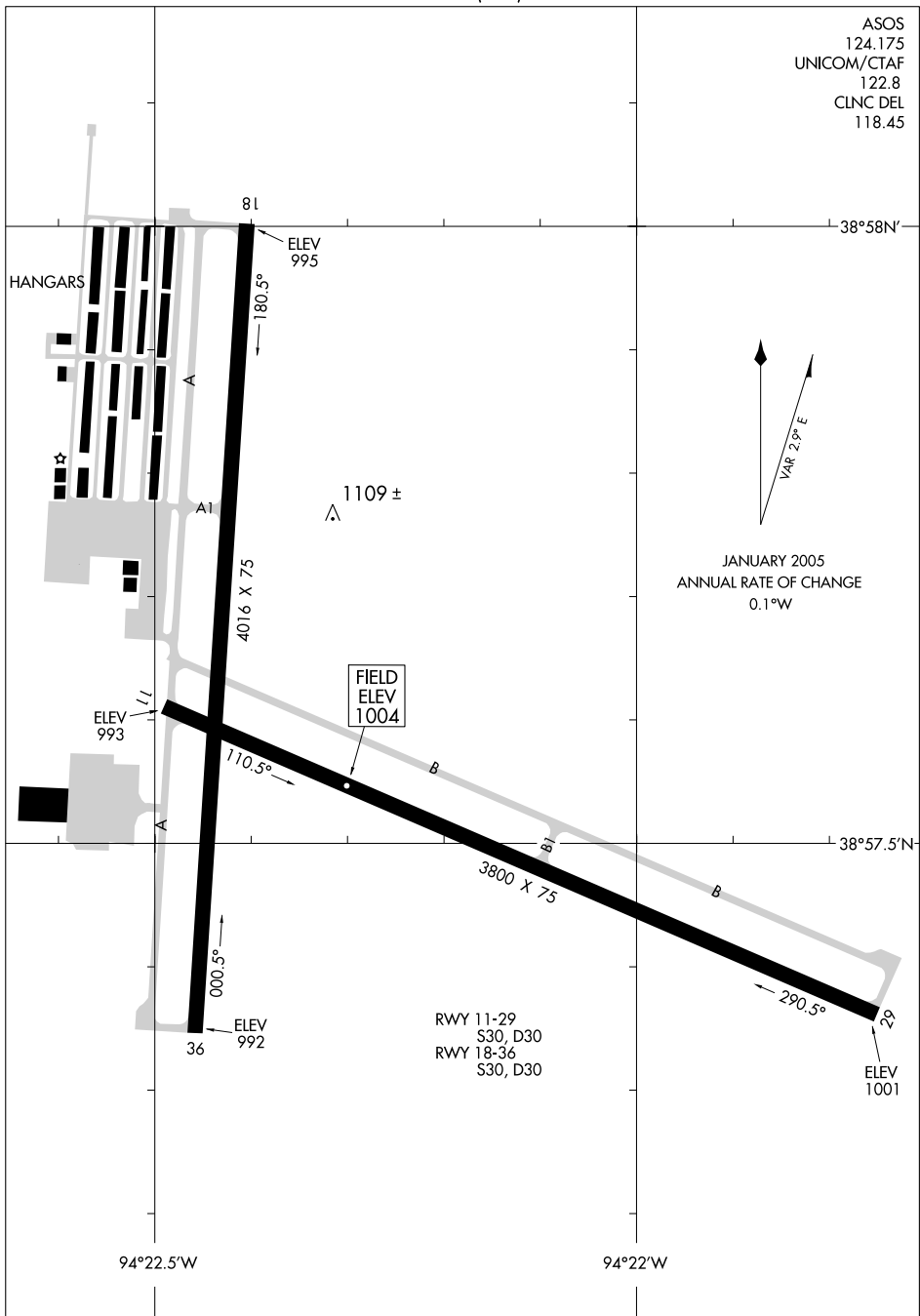
CATEGORY	A	B	C	D
S-36	1700-1	379 (400-1)		1700-1 1/4 379 (400-1 1/4)
CIRCLING	1820-1	499 (500-1)	1820-1 1/2 499 (500-1 1/2)	1980-2 659 (700-2)
SPRINGFIELD-BRANSON NATIONAL ALTIMETER SETTING MINIMUMS				
S-36	1800-1	479 (500-1)	1800-1 1/4 479 (500-1 1/4)	1800-1 1/2 479 (500-1 1/2)
CIRCLING	1920-1	599 (600-1)	1960-1 3/4 639 (700-1 3/4)	2120-2 1/2 799 (800-2 1/2)

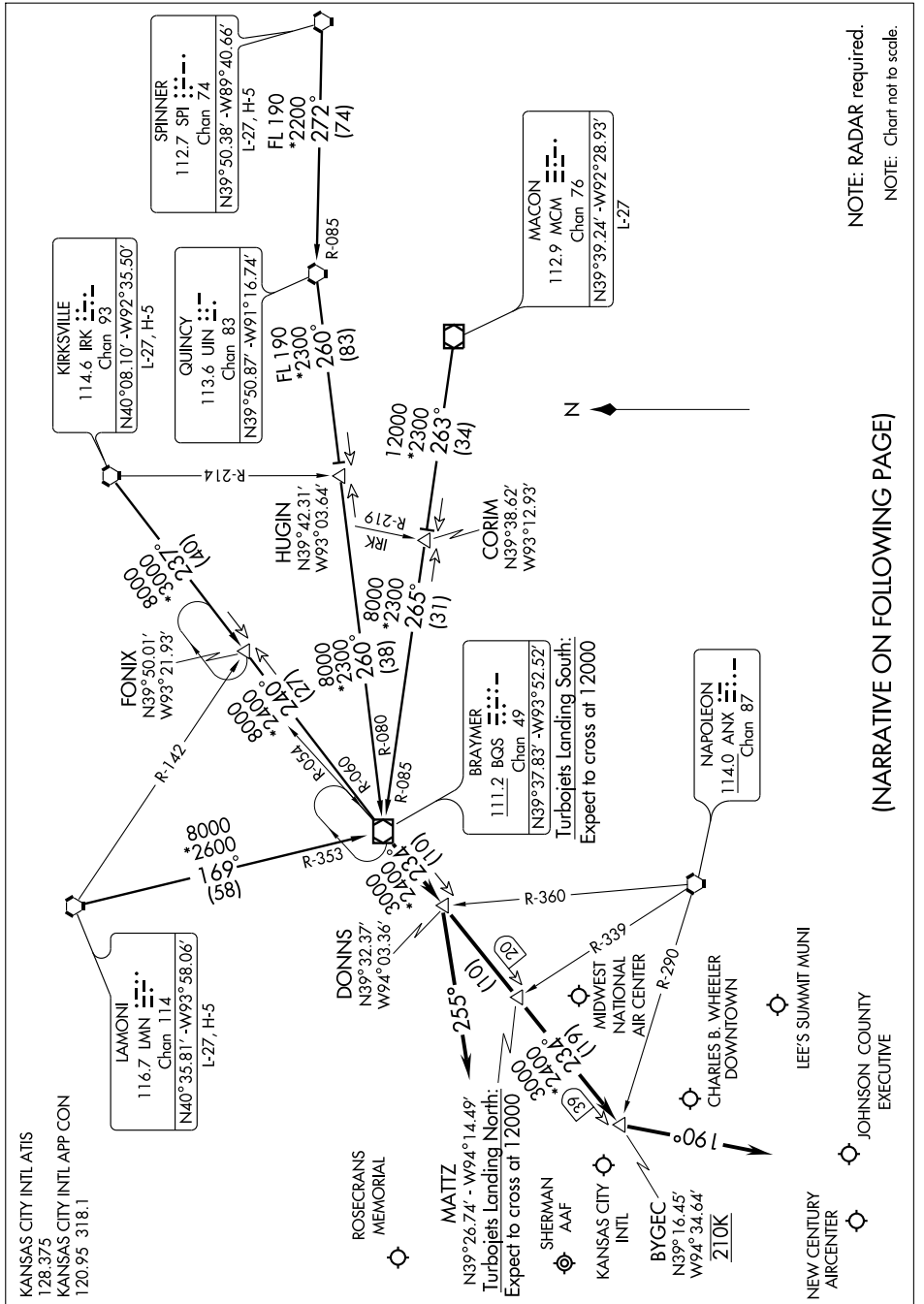


# AIRPORT DIAGRAM

AL-6104 (FAA)

LEE'S SUMMIT MUNI (LXT)  
LEE'S SUMMIT, MISSOURI





(NARRATIVE ON FOLLOWING PAGE)



## ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

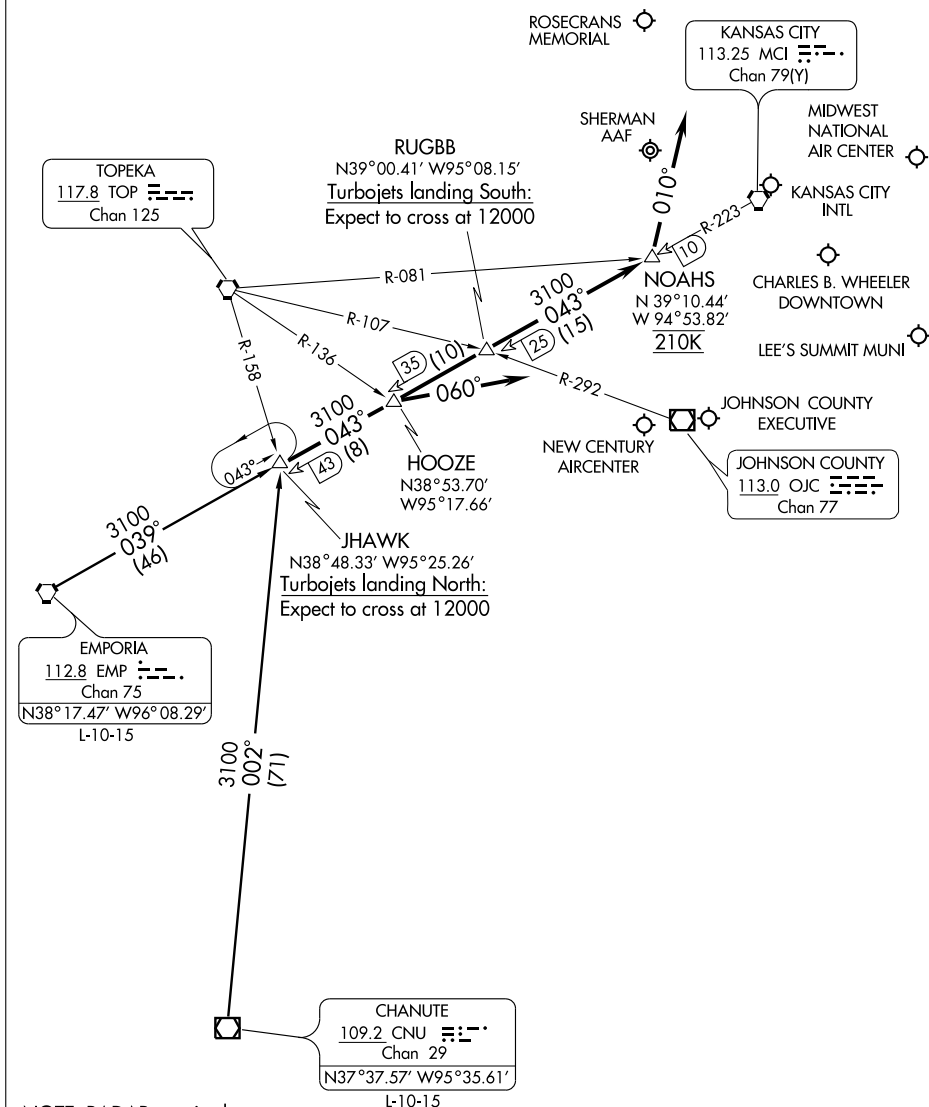
ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

## JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS  
128.375  
KANSAS CITY APP CON  
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

WAAS CH <b>99405</b> <b>W11A</b>	APP CRS <b>109°</b>	Rwy Idg TDZE Apt Elev <b>3800</b> <b>1004</b> <b>1004</b>
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# RNAV (GPS) RWY 11

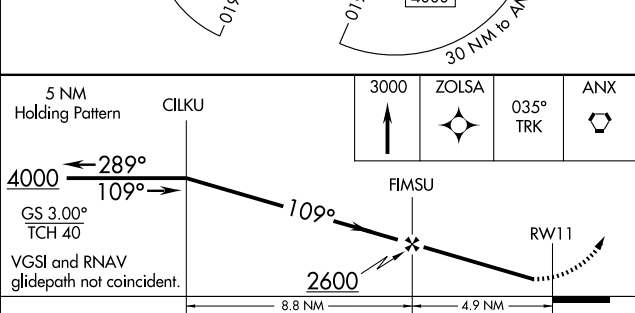
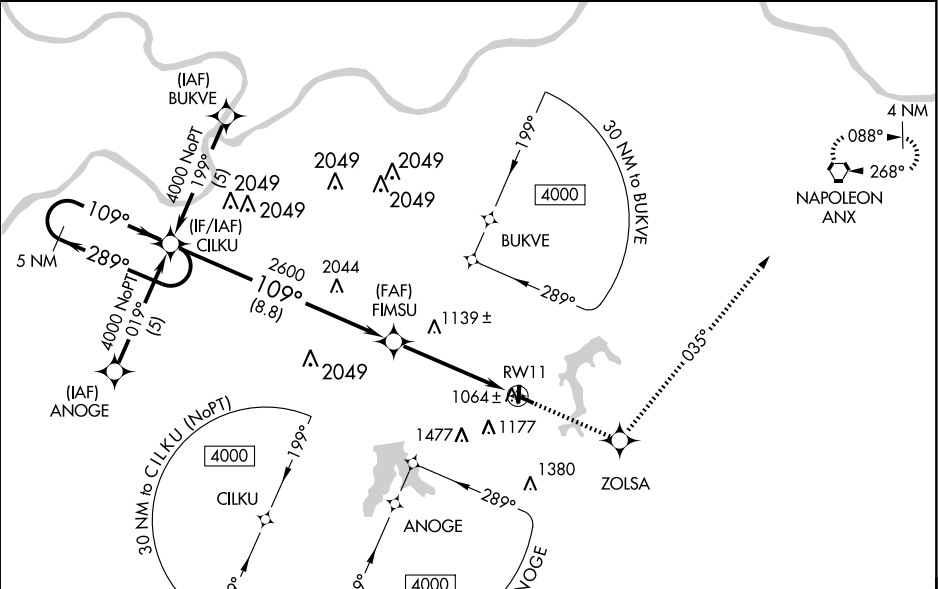
LEE'S SUMMIT MUNI (LXT)

**▼** Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F)  
or above 54°C (130°F).

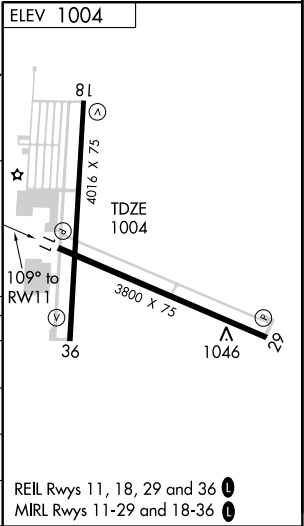
**▲** DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.  
If local altimeter setting not received, use Charles B. Wheeler Downtown  
altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct  
ZOLSA and via 035° track ANX VORTAC  
and hold.

ASOS <b>124.175</b>	KANSAS CITY APP CON <b>118.4 294.7</b>	CLNC DEL <b>118.45</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
LPV DA	1254-1	250 (300-1)		NA
LNAV/ VNAV DA	1334-1¼	330 (400-1¼)		NA
LNAV MDA	1400-1	396 (400-1)		NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA



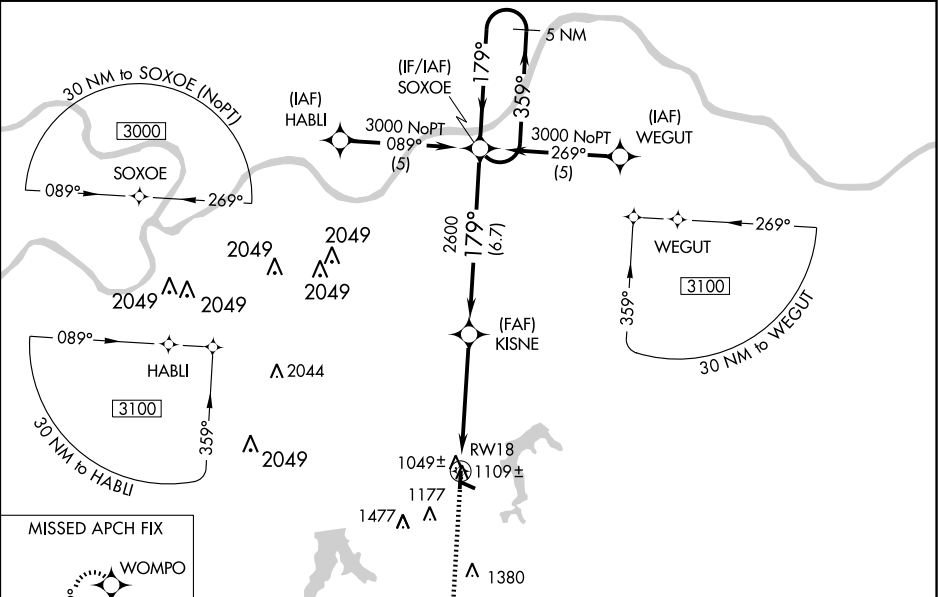
WAAS CH <b>82204</b> <b>W18A</b>	APP CRS <b>179°</b>	Rwy Idg TDZE Apt Elev	<b>4016</b> <b>998</b> <b>1004</b>
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RNAV (GPS) RWY 18  
LEE'S SUMMIT MUNI (LXT)

**Baro-VNAV NA** when using Charles B. Wheeler Downtown altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Visibility reduction by helicopters NA.  
If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct WOMPO and hold.

ASOS <b>124.175</b>	KANSAS CITY APP CON <b>118.4 294.7</b>	CLNC DEL <b>118.45</b>	UNICOM <b>122.8 (CTAF)</b> <b>1</b>
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ELEV 1004				
179° to RW18				
81 TDZE 998				
4016 X 75				
36 1046 29				
3800 X 75				
REIL Rwy 11, 18, 29 and 36 <b>1</b>				
MRL Rwy 11-29 and 18-36 <b>1</b>				

CATEGORY	A	B	C	D
LPV DA	1248-1	250 (300-1)		NA
LNAV/VNAV DA	1378-1¼	380 (400-1¼)		NA
LNAV MDA	1360-1	362 (400-1)		NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

# RNAV (GPS) RWY 29

**MISSED APPROACH:** Climb to 4000 direct ANUXE and via 236° track to OJC VOR/DME and hold.

UNICOM  
122.8 (CTAF) **L**

Diagram illustrating the layout of Runway 29 and Taxiway 29-1. Runway 29 is 3600 x 75 feet, oriented 289° to RWY 29. Taxiway 29-1 is 4016 x 75 feet. The diagram shows the intersection of Runway 29 and Taxiway 29-1, with various navigational aids and markers.

WAAS CH <b>48805</b> <b>W36A</b>	APP CRS <b>359°</b>	Rwy Idg TDZE Apt Elev	<b>4016</b> <b>998</b> <b>1004</b>
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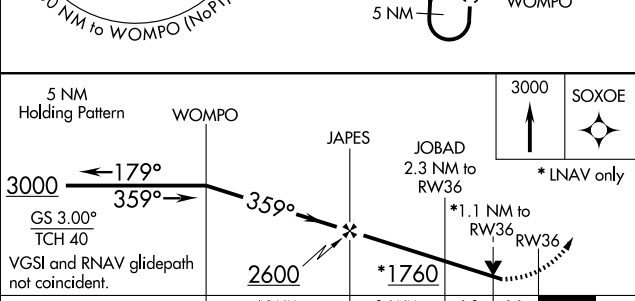
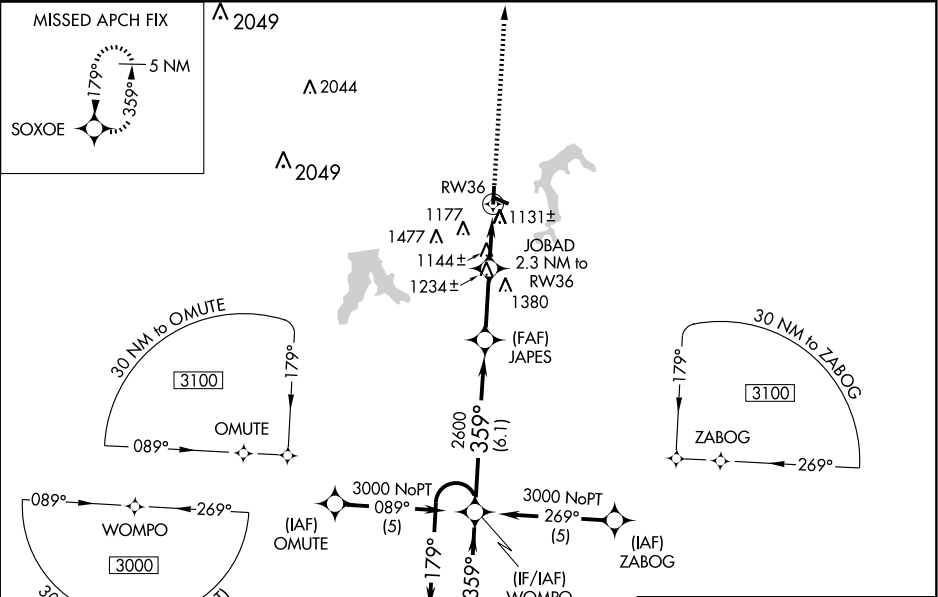
# RNAV (GPS) RWY 36

LEE'S SUMMIT MUNI (LXT)

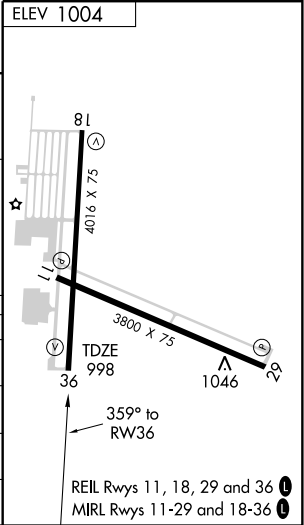
Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Charles B. Wheeler Downtown altimeter setting. If local altimeter setting not received, use Charles. B. Wheeler Downtown altimeter setting and increase all DAs 68 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct SOXOE and hold.

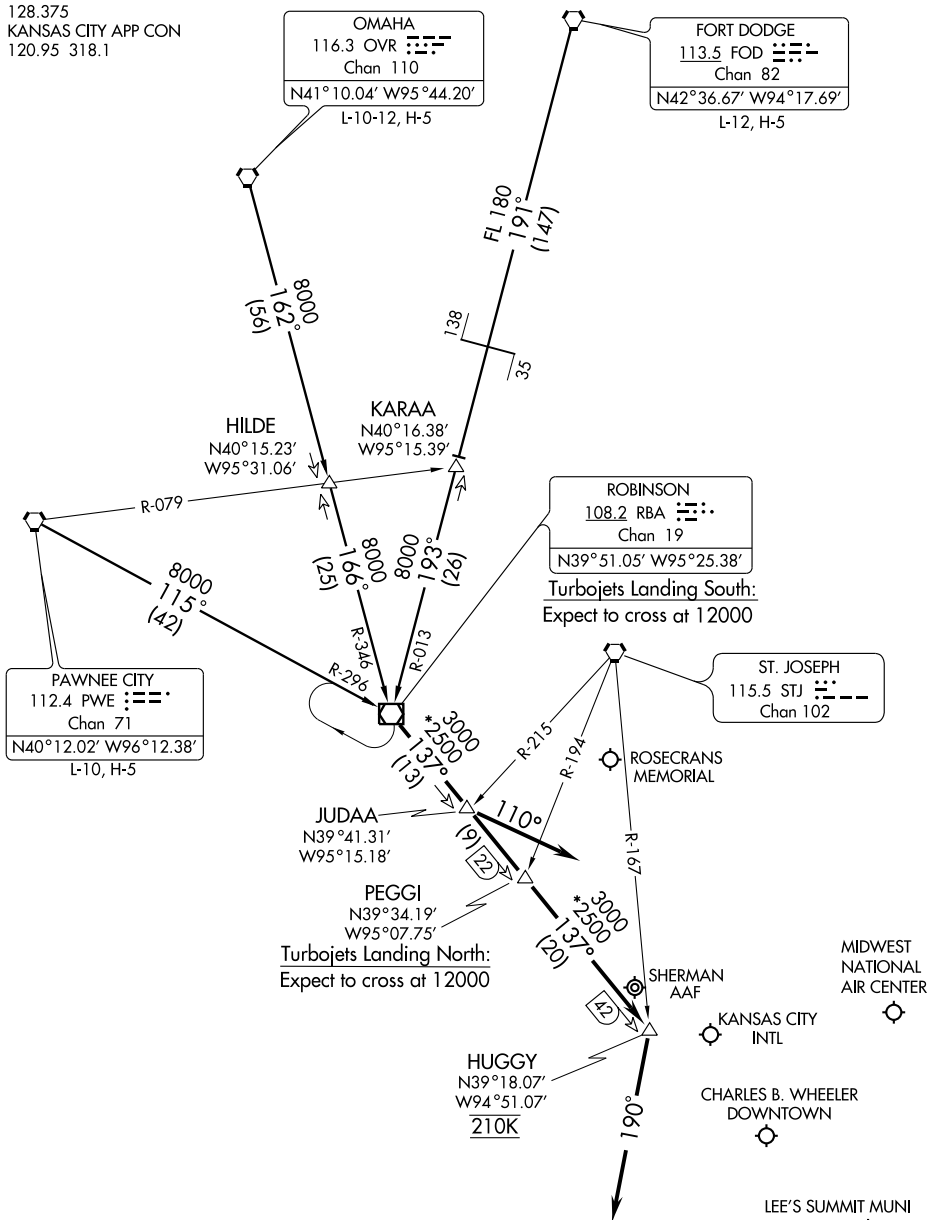
ASOS <b>124.175</b>	KANSAS CITY APP CON <b>118.4 294.7</b>	CLNC DEL <b>118.45</b>	UNICOM <b>122.8 (CTAF) 1</b>
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CATEGORY	A	B	C	D
LPV DA	1331-1¼	333 (400-1¼)		NA
LNAV/VNAV DA	1530-2	532 (600-2)		NA
LNAV MDA	1420-1	422 (500-1)	1420-1¼ 422 (500-1¼)	NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA



KANSAS CITY INTL ATIS  
128.375  
KANSAS CITY APP CON  
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NEW CENTURY  
AIRCENTER 


**JOHNSON COUNTY  
EXECUTIVE**



## ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

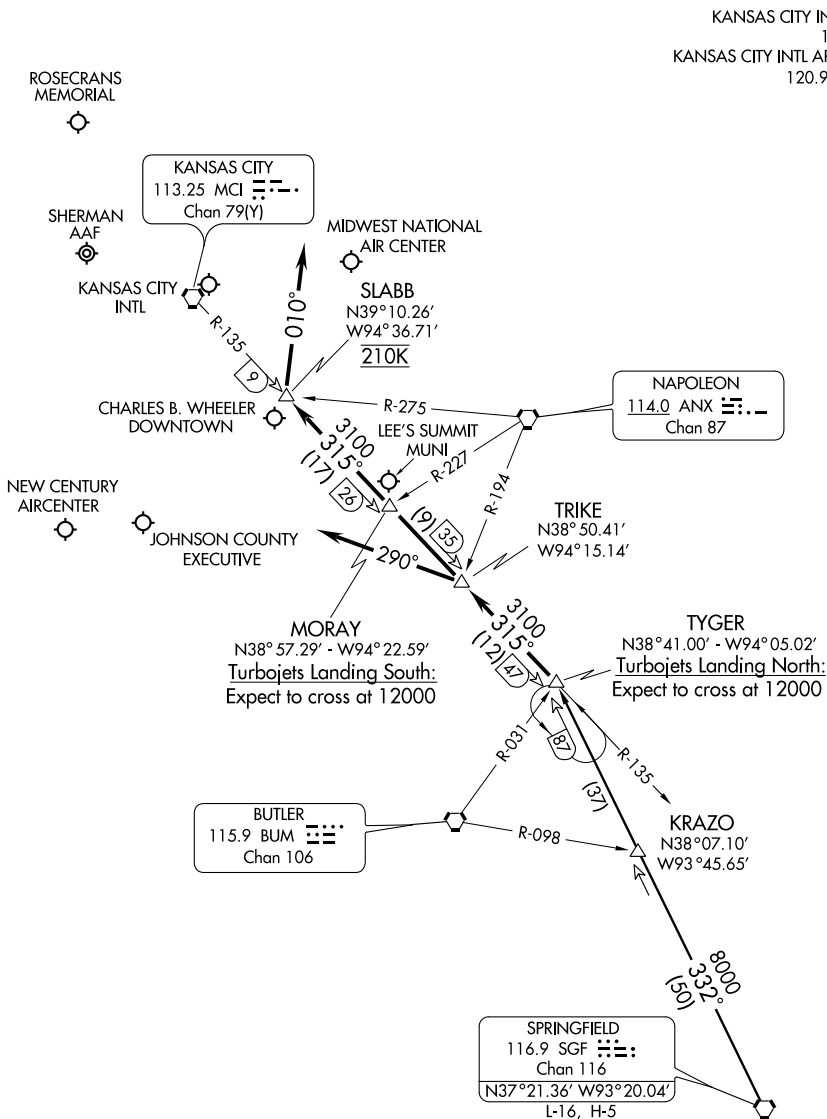
ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

# (TYGER.TYGER6) 08101 TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 22 OCT 2009 to 19 NOV 2009

## ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

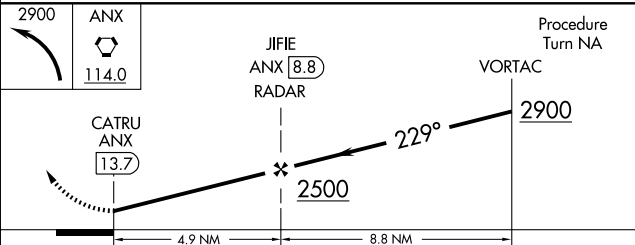
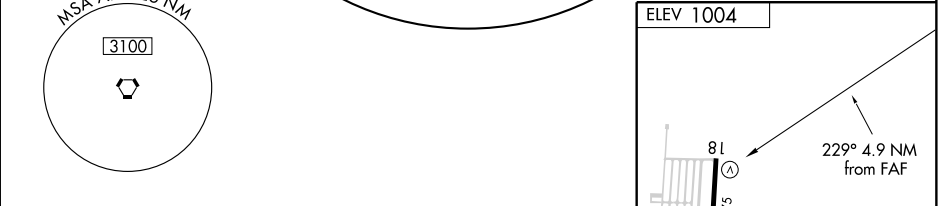
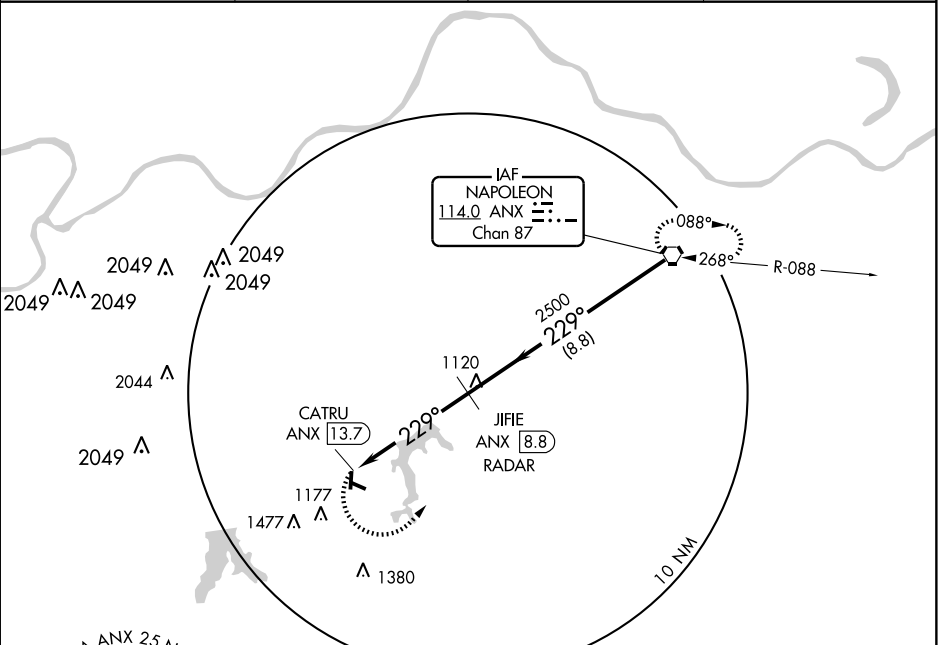
....Expect radar vectors to final approach course.

VORTAC ANX <b>114.0</b> Chan <b>87</b>	APP CRS <b>229°</b>	Rwy Idg TDZE Apt Elev <b>1004</b>	<b>N/A</b> <b>N/A</b> <b>1004</b>
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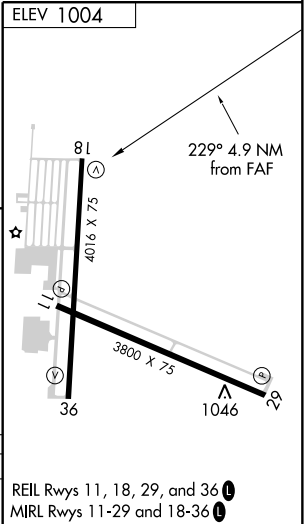
VOR/DME-A  
LEE'S SUMMIT MUNI (LXT)

 NA	When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all MDA 80 feet, and Cat C visibility ¼ mile.	MISSED APPROACH: Climbing left turn to 2900 direct ANX VORTAC and hold.
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ASOS <b>124.175</b>	KANSAS CITY APP CON <b>118.4 294.7</b>	CLNC DEL <b>118.45</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA



VORTAC ANX

114.0

Chan 87

APP CRS

227°

Rwy Idg

2925

TDZE

691

Apt Elev

691

VOR/DME or GPS RWY 22

LEXINGTON MUNI (4K3)

NA

Use Charles B. Wheeler Downtown alimeter setting.

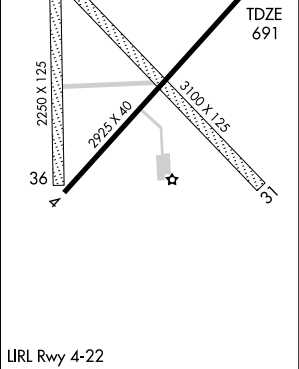
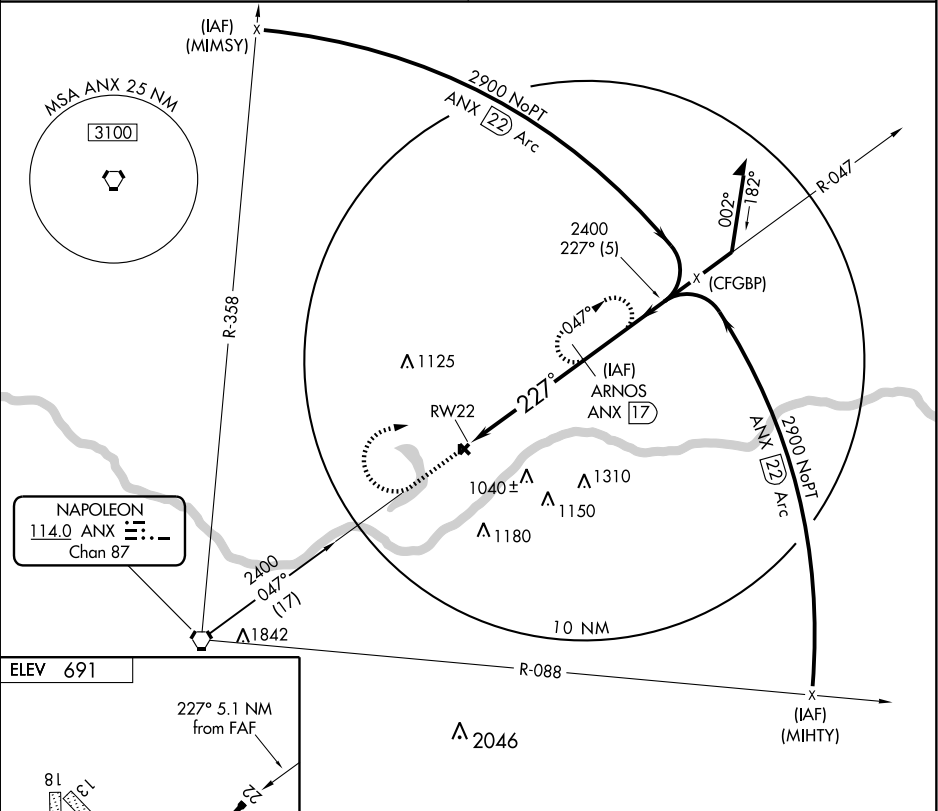
MISSED APPROACH: Climb to 2400 then right turn via ANX R-047 to ARNOS/17 DME and hold.

KANSAS CITY CENTER

135.575 323.15

UNICOM

122.7 (CTAF)



<div><div>2400</div><div>ANX R-047</div><div>ARNOS ANX [17]</div><div>ARNOS ANX [17]</div><div>2400</div><div>227°</div><div>2400</div><div>047°</div><div>Remain within 10 NM</div><div>5.1 NM</div></div>				
CATEGORY	A	B	C	D
S-22	1200-1	509 (600-1)	1200-1½ 509 (600-1½)	NA
CIRCLING	1240-1	549 (600-1)	1240-1½ 549 (600-1½)	NA

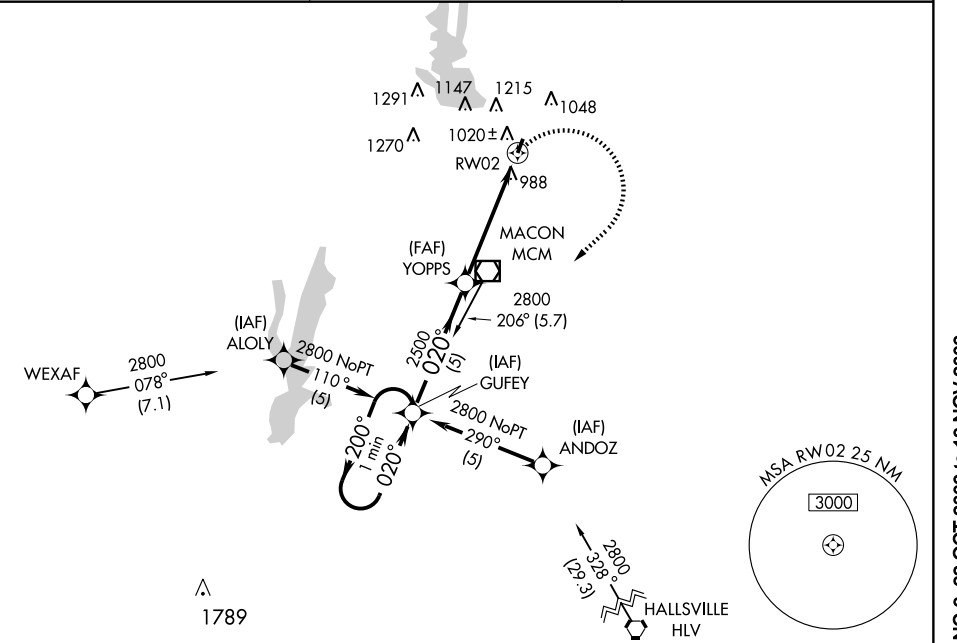
APP CRS	Rwy Idg	3300
020°	TDZE	874
	Apt Elev	874

Obtain Moberly altimeter setting on CTAF (122.7); when not received use Columbia altimeter setting.

MISSED APPROACH: Climbing right turn to 2800 direct GUFY WP and hold.

NA

KANSAS CITY CENTER 125.25 381.5	MOBERLY CTAF 122.7	UNICOM 122.8 (CTAF) 1
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ELEV 874

One Minute Holding Pattern

2800

200°

020°

2500

2.99°

TCH 40

5 NM

5 NM

2800

GUFY

YOPPS

RW02

CATEGORY	A	B	C	D
S-2	1320-1 446 (500-1)		1320-1¼ 446 (500-1¼)	NA
CIRCLING	1420-1 546 (600-1)	1620-1¼ 746 (800-1¼)	1620-2½ 746 (800-2½)	NA
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-2	1420-1 546 (600-1)		1420-1½ 546 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)	1700-1¼ 826 (900-1¼)	1700-2¼ 826 (900-2¼)	NA

890

020° to RW02

TDZE 874

MIRL Rwy 2-20 1

NC-3: 22 OCT 2009 to 19 NOV 2009

VOR/DME MCM <b>112.9</b> Chan <b>76</b>	APP CRS <b>189°</b>	Rwy Idg <b>3300</b> TDZE <b>874</b> Apt Elev <b>874</b>
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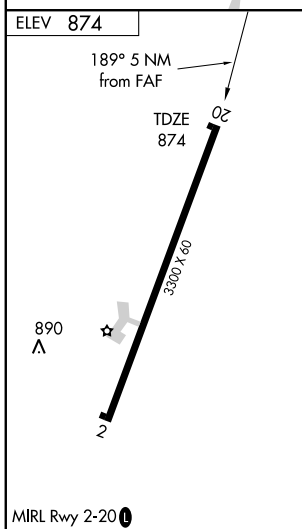
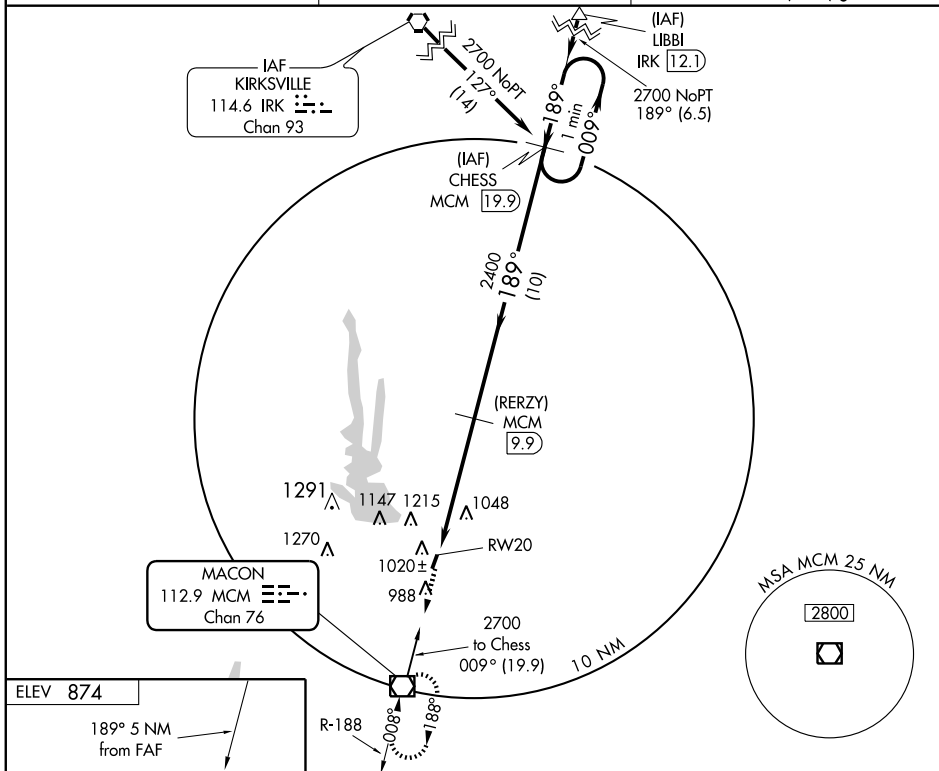
VOR/DME or GPS RWY 20

MACON-FOWER MEMORIAL (K89)

**A** NA Obtain Moberly altimeter setting CTAF (122.7); when not received use Columbia altimeter setting.

**MISSED APPROACH:** Climb to 2700 direct to MCM VOR/DME and hold.

KANSAS CITY CENTER <b>125.25 381.5</b>	MOBERLY CTAF <b>122.7</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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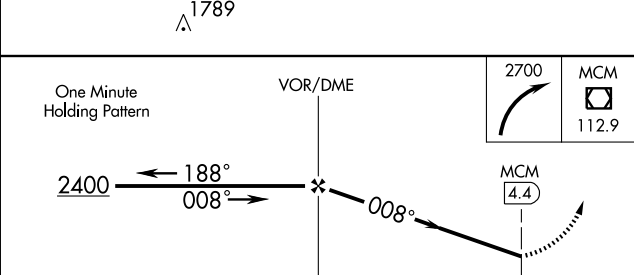
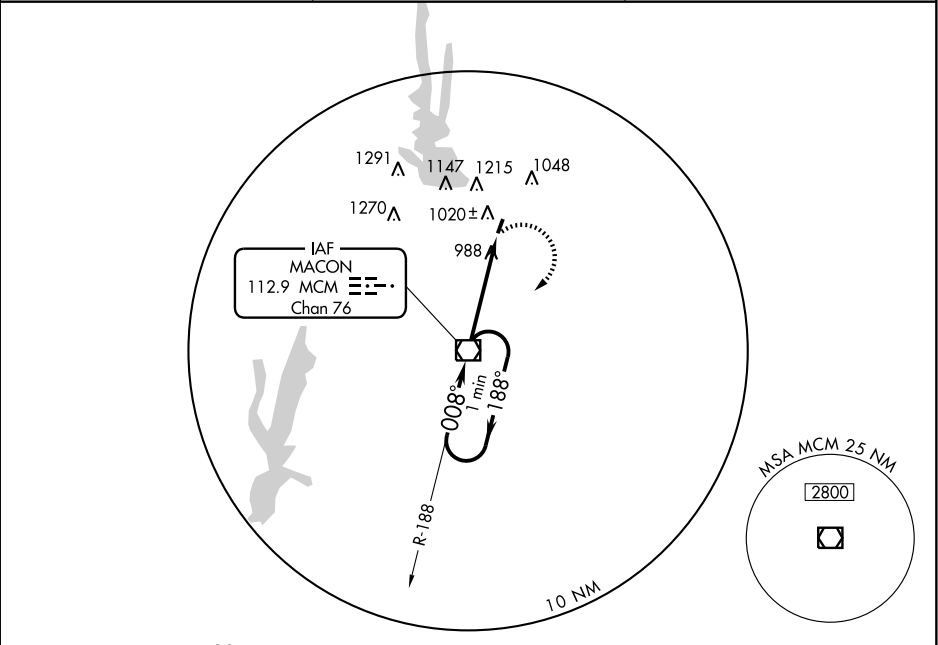
CATEGORY	A	B	C	D
S-20	1560-1	686 (700-1)	1560-2 686 (700-2)	NA
CIRCLING	1560-1 686 (700-1)	1620-1 ¼ 786 (800-1 ¼)	1620-2 ¼ 746 (800-2 ¼)	NA
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-20	1660-1 786 (800-1)	1660-1 ¼ 786 (800-1 ¼)	1660-2 ¼ 786 (800-2 ¼)	NA
CIRCLING	1660-1 786 (800-1)	1700-1 ¼ 826 (900-1 ¼)	1700-2 ½ 826 (900-2 ½)	NA

▲NA

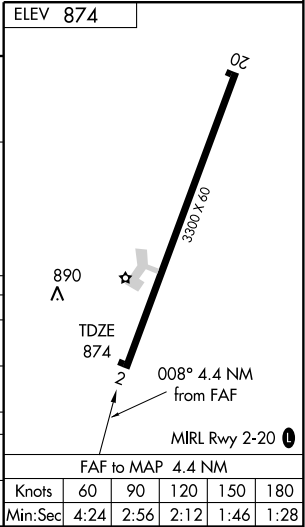
Obtain Moberly altimeter setting on CTAF (122.7); when not received use Columbia altimeter setting.

MISSED APPROACH: Climbing right turn to 2700 direct MCM VOR/DME and hold.

KANSAS CITY CENTER 125.25 381.5	MOBERLY CTAF 122.7	UNICOM 122.8 (CTAF) 0
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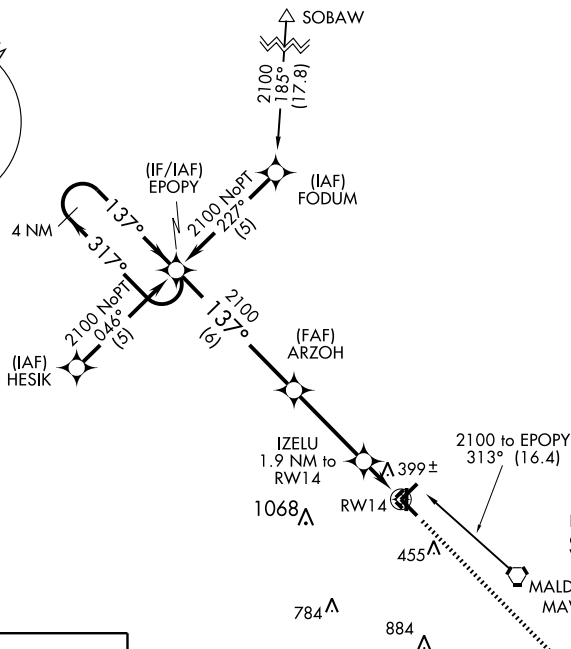
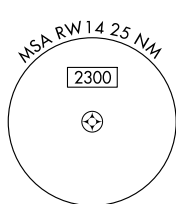
CATEGORY	A	B	C	D
S-2	1320-1	446 (500-1)	1320-1¼ 446 (500-1¼)	NA
CIRCLING	1420-1 546 (600-1)	1620-1¼ 746 (800-1¼)	1620-2½ 746 (800-2½)	NA
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-2	1420-1	546 (600-1)	1420-1½ 546 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)	1700-1¼ 826 (900-1¼)	1700-2½ 826 (900-2½)	NA





RNAV (GPS) RWY 14  
MALDEN RGNL (MAW)

**MISSED APPROACH:**  
Climb to 2100 direct  
JARKO and hold.

UNICOM  
122.8 (CTAF) **L**

Procedure NA for arrival  
at MAW VORTAC via  
V175 Southeast bound.

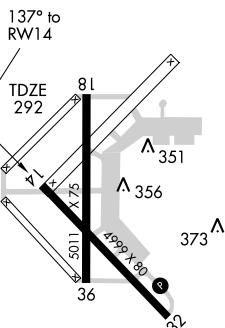
MIRL Rwy 14-32 and 18-36 **L**

Diagram illustrating the RW14 arrival procedure. The diagram shows a horizontal line representing the 2100 heading, with a 317° turn to the left and a 137° turn to the right. The distance from the 2100 heading to the RW14 is 6 NM. The distance from the RW14 to the RW14 is 3.6 NM. The distance from the RW14 to the RW14 is 0.9 NM. The distance from the RW14 to the RW14 is 1 NM. The diagram also shows the 4 NM Holding Pattern, the 1.9 NM to RW14, and the 1 NM to RW14. The diagram includes a legend for the symbols used: a vertical line for 2100, a star for JARKO, and a star with a line for LNAV Only.

WAAS CH <b>78315</b> <b>W18A</b>	APP CRS <b>182°</b>	Rwy Idg TDZE Apt Elev	<b>5011</b> <b>294</b> <b>294</b>
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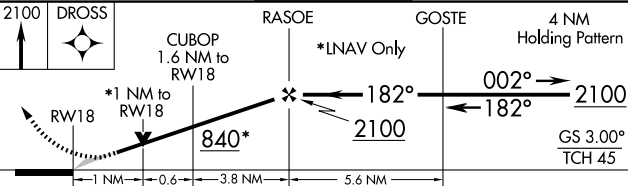
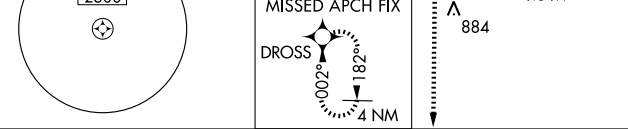
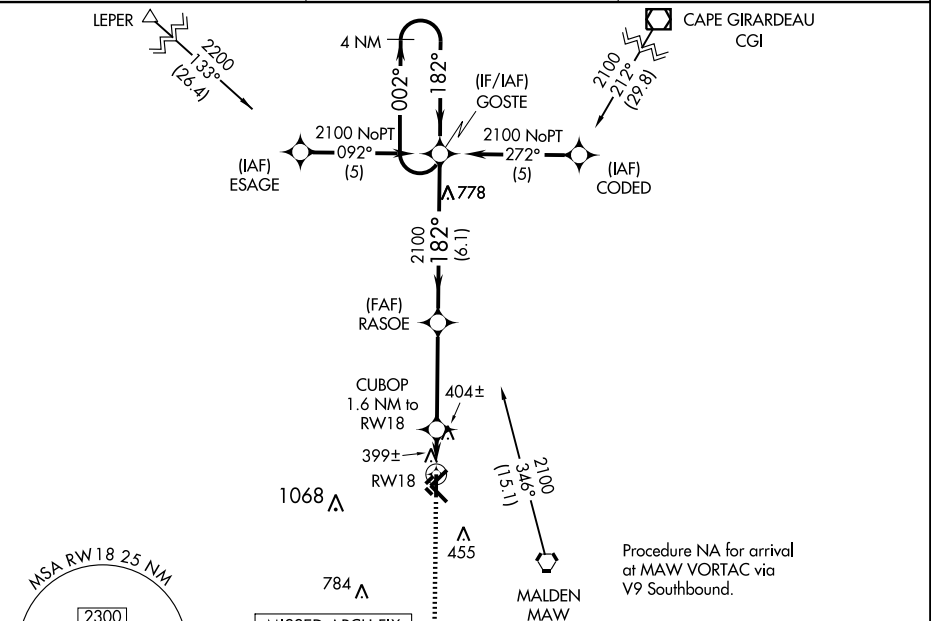
RNAV (GPS) RWY 18  
MALDEN RGNL (MAW)

**▼** DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

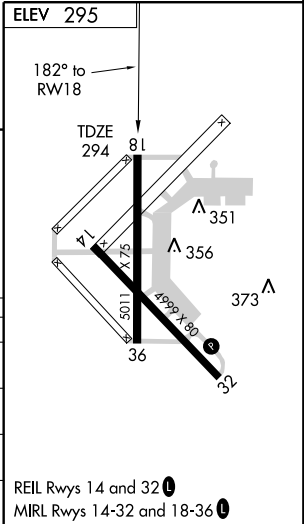
**▲NA**

**MISSED APPROACH:**  
Climb to 2100 direct DROSS and hold.

AWOS-3 <b>119.825</b>	MEMPHIS CENTER <b>133.65 292.15</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	544-1	250 (300-1)		NA
LNAV/VNAV DA	669-1 ¼	375 (400-1 ¼)		NA
LNAV MDA	660-1	366 (400-1)		NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1 ½ 526 (600-1 ½)	NA



WAAS CH <b>40410</b> <b>W32A</b>	APP CRS <b>317°</b>	Rwy Idg TDZE Apt Elev	<b>4999</b> <b>292</b> <b>294</b>
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RNAV (GPS) RWY 32

MALDEN RGNL (MAW)

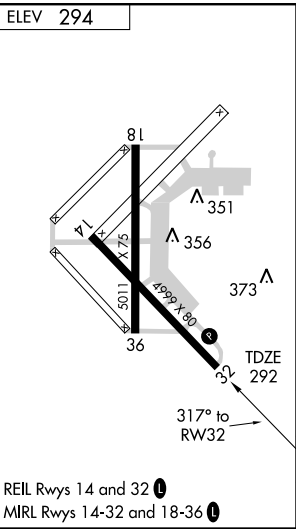
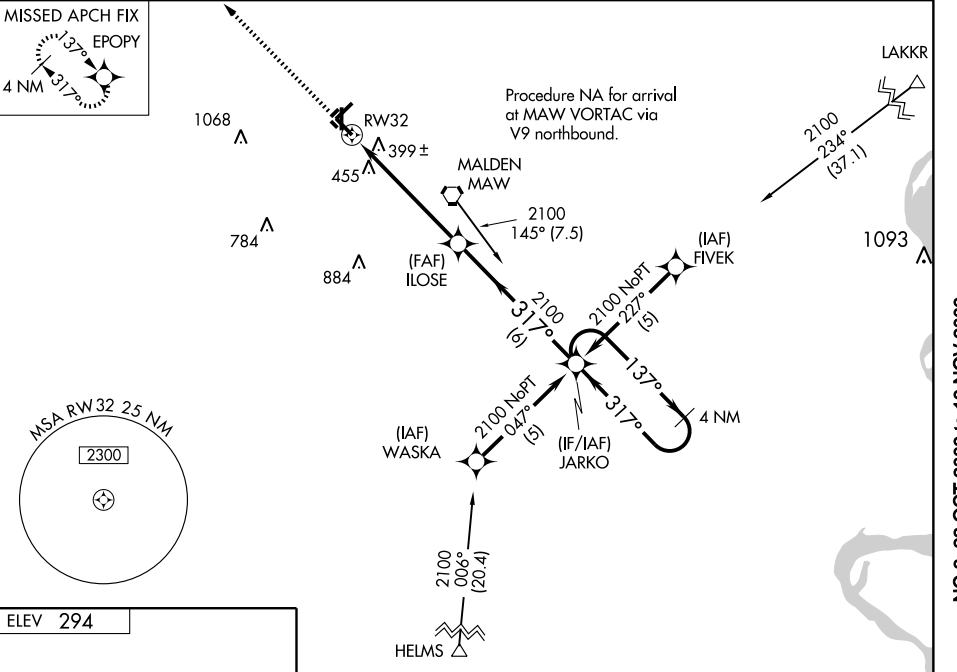
▼

DME/DME-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) and above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

▲ NA

MISSED APPROACH:  
Climb to 2100 direct EPOPY and hold.

AWOS-3 <b>119.825</b>	MEMPHIS CENTER <b>133.65 292.15</b>	UNICOM <b>122.8 (CTAF) ①</b>
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	2100	EPOPY	*LNAV Only		4 NM Holding Pattern
				ILOSE	JARKO
				317°	137°
				2100	2100
				1.3	4.2 NM
				6 NM	
CATEGORY	A	B	C	D	
LPV DA	581-1	289 (300-1)		NA	
LNAV/VNAV DA	698-1½	406 (500-1½)		NA	
LNAV MDA	740-1	448 (500-1)	740-1¼ 448 (500-1¼)	NA	
CIRCLING	740-1 446 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA	

NC-3, 22 OCT 2009 to 19 NOV 2009

WAAS  
CH **93815**  
**W36A**

APP CRS  
**002°**

Rwy Idg  
TDZE  
Apt Elev

**5011**  
**293**  
**294**

RNAV (GPS) RWY 36

MALDEN RGNL (MAW)

**▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet and LNAV Cat C visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

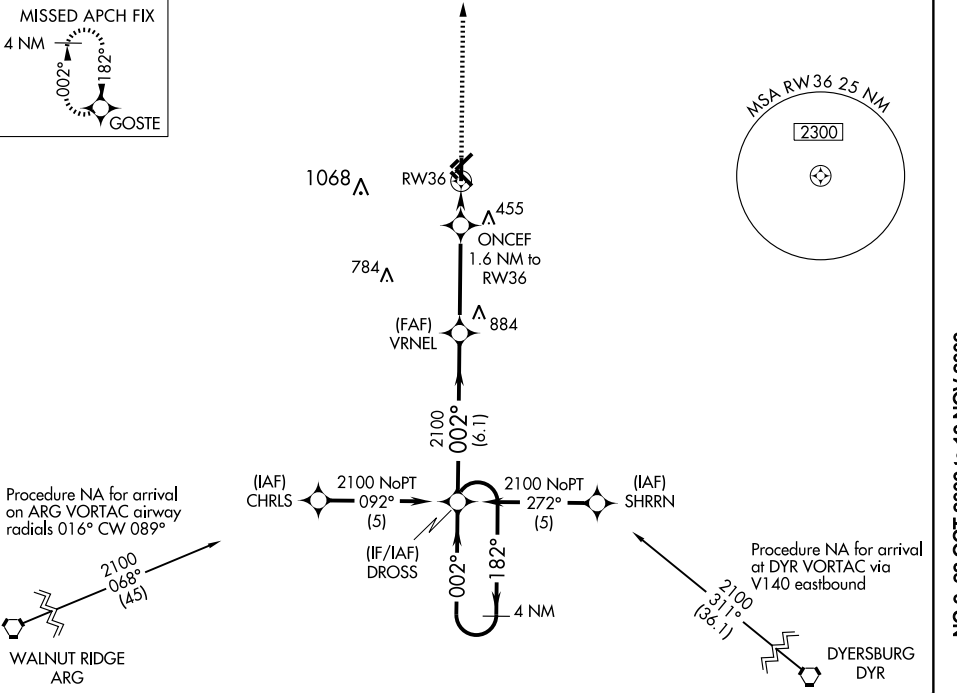
**▲ NA**

MISSED APPROACH:  
Climb to 2100 direct  
GOSTE and hold.

AWOS-3  
**119.825**

MEMPHIS CENTER  
**133.65 292.15**

UNICOM  
**122.8 (CTAF) 0**



ELEV 294  
REIL Rwy 14 and 32  
MIRL Rwy 14-32 and 18-36

4 NM Holding Pattern  
DROSS  
VRNEL  
ONCEF 1.6 NM to RW36  
2100 GOSTE  
\* LNAV Only  
\* 820  
\* 1 NM to RW36  
RW36  
81  
351  
356  
373  
36  
TDZE 293  
394± 394±  
002° to RW36

CATEGORY	A	B	C	D
LPV DA	543-1	250 (300-1)		NA
LNAV/VNAV DA	698-1½	405 (500-1½)		NA
LNAV MDA	660-1	367 (400-1)		NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

NC-3, 22 OCT 2009 to 19 NOV 2009

**VORTAC MAW**  
**111.2**  
 Chan **49**

**APP CRS**  
**120°**

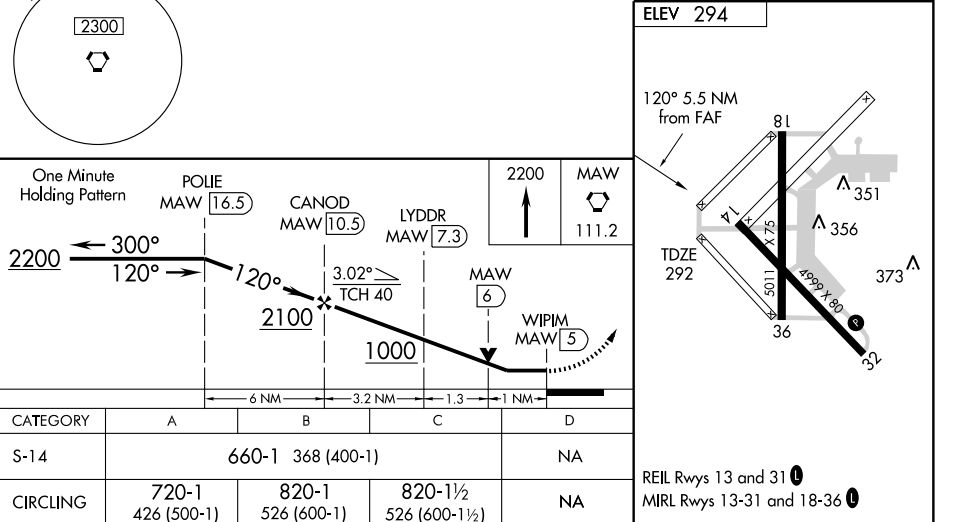
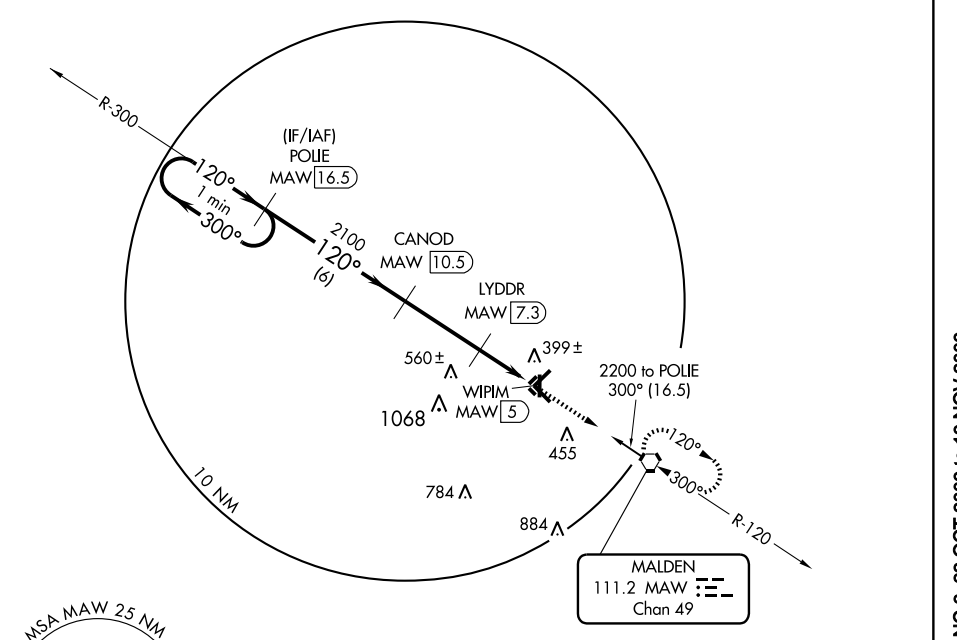
**Rwy Idg**  
**TDZE**  
**Apt Elev**

**4999**  
**292**  
**294**

When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all MDA 60 feet and S-14 Cat C visibility ¼ mile. VDP NA when using Poplar Bluff altimeter setting.

**MISSED APPROACH:** Climb to 2200 direct MAW VORTAC and hold, continue climb-in-hold to 2200.

<b>AWOS-3</b> <b>119.825</b>	<b>MEMPHIS CENTER</b> <b>133.65 292.15</b>	<b>UNICOM</b> <b>122.8 (CTAF) 0</b>
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VORTAC MAW <b>111.2</b> Chan <b>49</b>	APP CRS <b>298°</b>	Rwy Idg TDZE Apt Elev	<b>4999</b> <b>292</b> <b>294</b>
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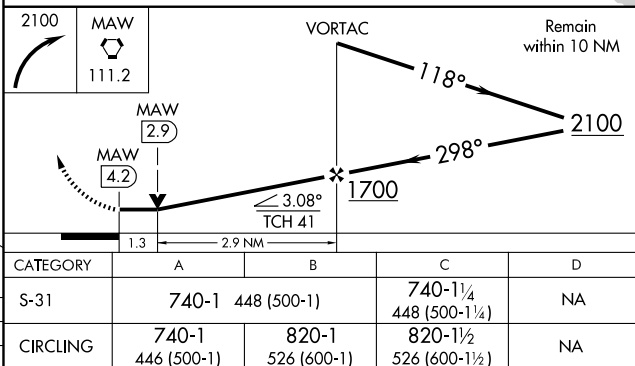
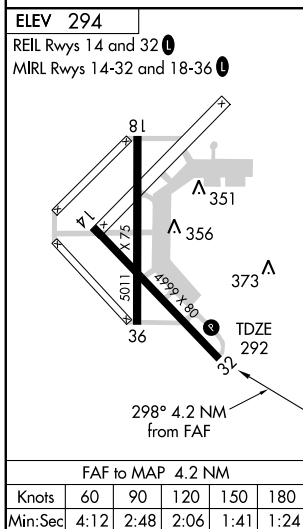
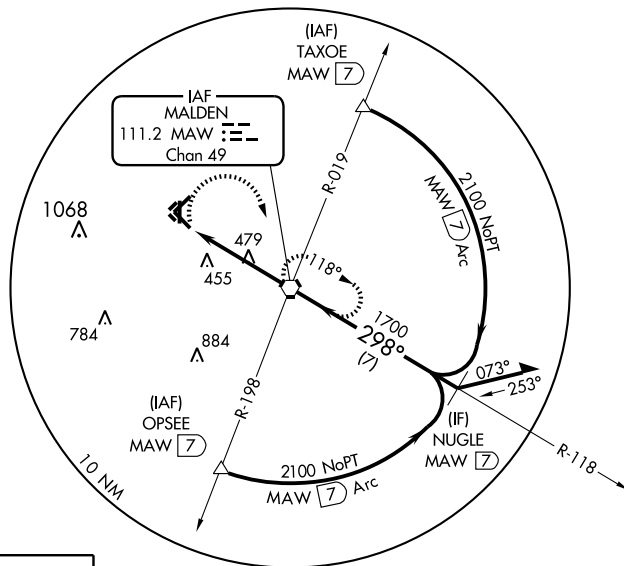
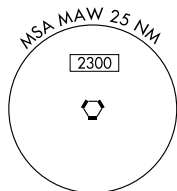
# VOR RWY 32

MALDEN RGNL (MAW)

▼ Visibility reduction by helicopters NA.  
▲ NA When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all MDA 60 feet and S-32 Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2100 direct MAW VORTAC and hold.

AWOS-3 <b>119.825</b>	MEMPHIS CENTER <b>133.65 292.15</b>	UNICOM <b>122.8 (CTAF) 0</b>
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NDB PUR	APP CRS	Rwy ldg
<b>371</b>	<b>352°</b>	<b>4712</b>
		<b>TDZE</b>
		<b>779</b>
		<b>Apt Elev</b>
		<b>779</b>

## NDB RWY 36

MARSHALL MEMORIAL MUNI (MHL)

Visibility reduction by helicopters NA.

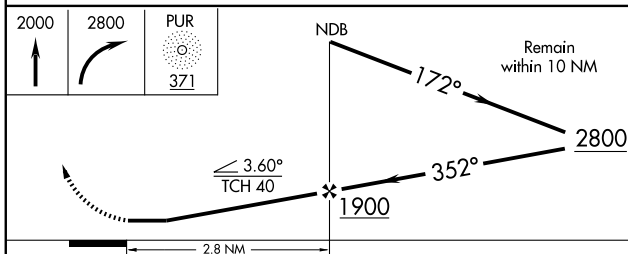
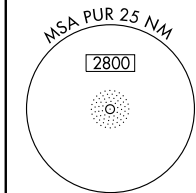
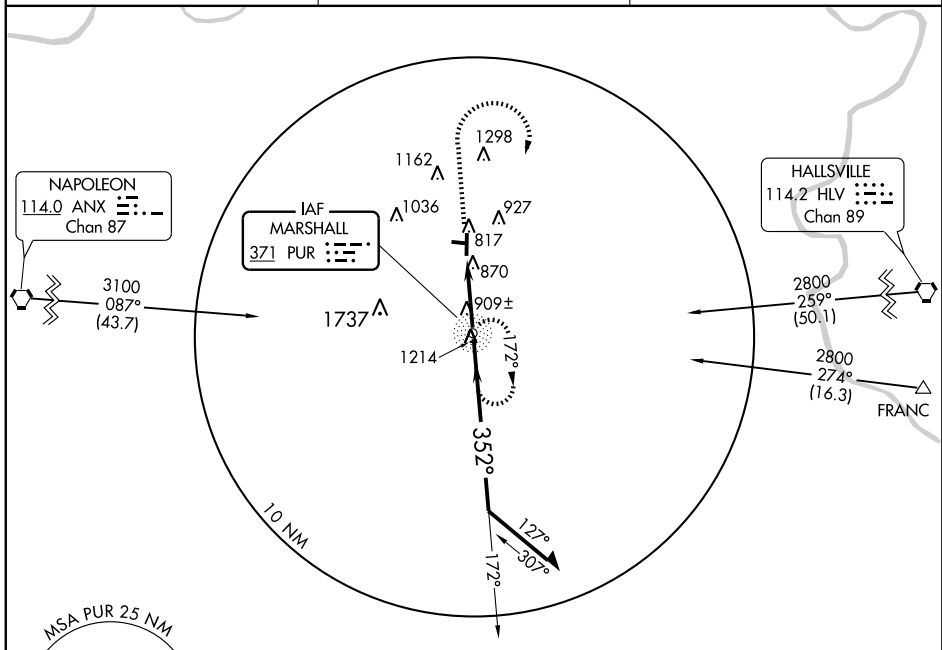
NA When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all MDA 80 feet and increase S-36 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct PUR NDB and hold.

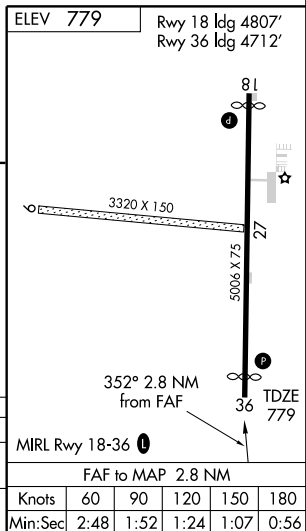
AWOS-3  
**118.675**

WHITEMAN APP CON★  
**127.45**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-36	1220-1 441 (500-1)		1220-1¼ 441 (500-1¼)	NA
CIRCLING	1240-1 461 (500-1)		1240-1½ 461 (500-1½)	NA







# RNAV (GPS) RWY 36

## MARSHALL MEMORIAL MUNI (MHL)

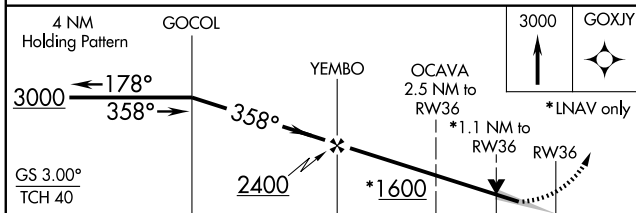
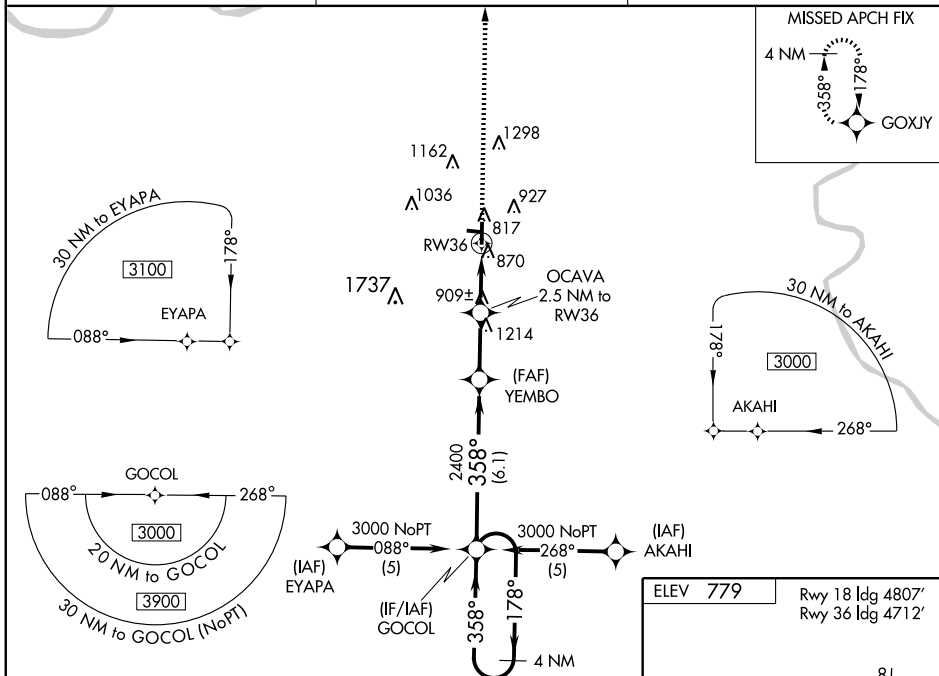
**V** Baro-VNAV NA when using Sedalia Memorial altimeter setting.  
**Δ NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).  
 DME/DME RNP-0.3 NA. VDP NA when using Sedalia Memorial altimeter setting.  
 When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3000  
 direct GOXJY and hold.

AWOS-3  
**118.675**

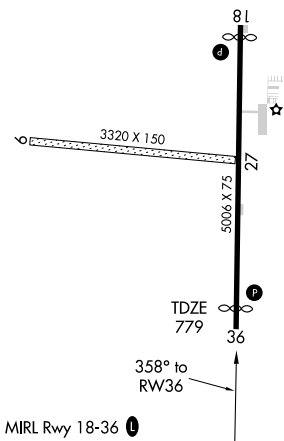
WHITEMAN APP CON ★  
**127.45**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	1029-1	250 (300-1)		NA
LNAV/VNAV DA	1181-1½	402 (500-1½)		NA
LNAV MDA	1180-1	401 (500-1)	1180-1¼ 401 (500-1¼)	NA
CIRCLING	1240-1	461 (500-1)	1240-1½ 461 (500-1½)	NA

ELEV 779  
 Rwy 18 ldg 4807'  
 Rwy 36 ldg 4712'



WAAS CH <b>72807</b> <b>W14A</b>	APP CRS <b>143°</b>	Rwy Idg TDZE Apt Elev	<b>4600</b> <b>1142</b> <b>1145</b>
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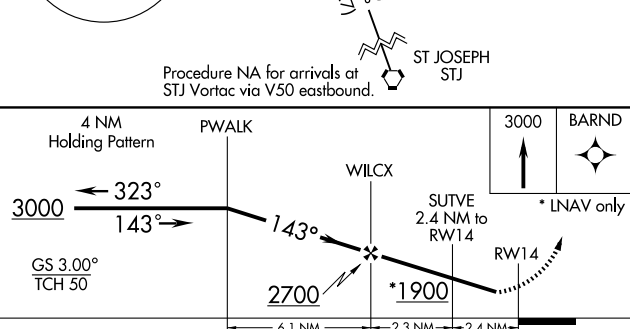
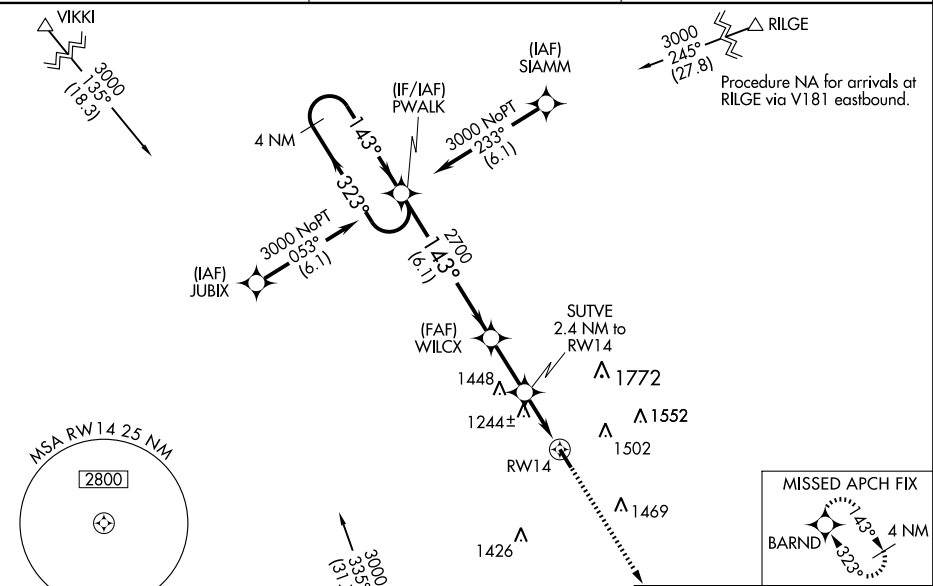
# RNAV (GPS) RWY 14

MARYVILLE/NORTHWEST MISSOURI RGNL (EVU)

**NA** Baro-VNAV NA when using St. Joseph altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Joseph altimeter setting and increase LPV DA to 1518 feet, LNAV/VNAV DA to 1742 feet and all MDA 140 feet, increase LPV visibility ¼ mile all Cats, LNAV/VNAV ½ mile all Cats, and LNAV Cat C ¼ mile. Circling NA East of runway 18-36.

**MISSED APPROACH:**  
Climb to 3000 direct  
BARND and hold.

AWOS-3 <b>118.225</b>	MINNEAPOLIS CENTER <b>119.6 290.4</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA	1392-1	250 (300-1)		NA
LNAV/VNAV DA	1616-1¾	474 (500-1¾)		NA
LNAV MDA	1500-1	358 (400-1)		NA
CIRCLING	1500-1 355 (400-1)	1600-1 455 (500-1)	1600-1½ 455 (500-1½)	NA

MIRL Rwy 14-32

▼

▲ NA

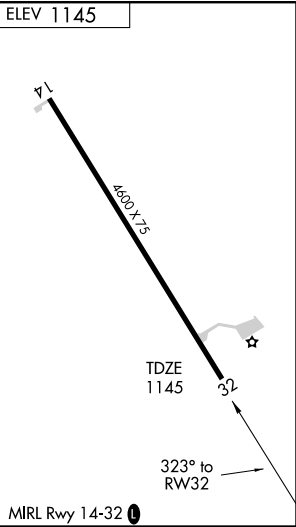
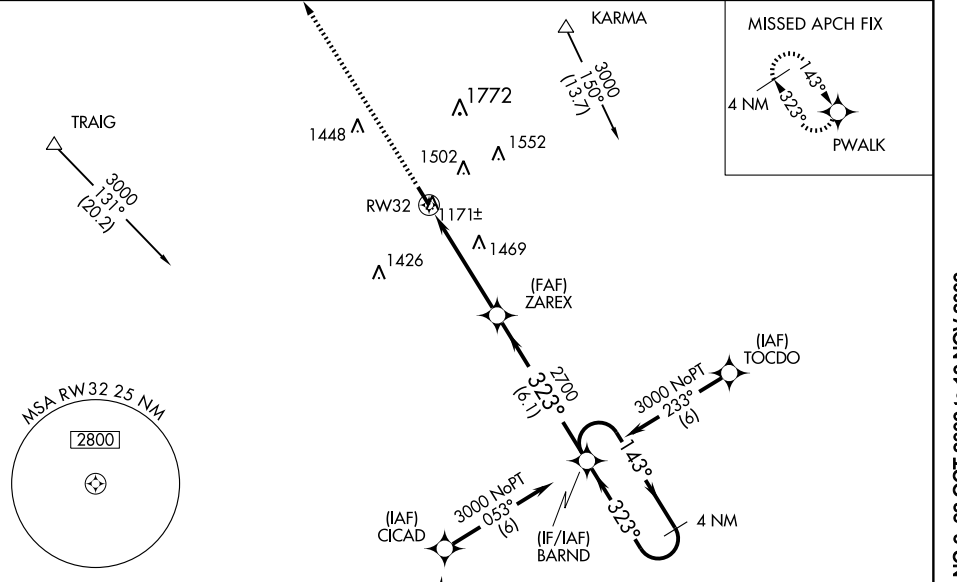
Baro-VNAV NA when using St. Joseph altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Joseph altimeter setting and increase LNAV/VNAV DA to 1741 feet, and all MDA 140 feet, increase visibility LNAV/VNAV ¼ mile all Cats, LNAV Cat C ½ mile, and Circling Cat C ½ mile. VDP NA when using St. Joseph altimeter setting. Circling NA east of Rwy 18-36.

MISSED APPROACH: Climb to 3000 direct PWALK and hold.

AWOS-3  
118.225

MINNEAPOLIS CENTER  
119.6 290.4

UNICOM  
122.8 (CTAF) 0



Procedure NA for arrivals at STJ  
VORTAC via V77 southwest bound.

3000	PWALK	BARND	4 NM Holding Pattern
*LNAV only	*1.7 NM to RW32	ZAREX	143° 3000
RW32	2700		GS 3.00° TCH 50
1.7 NM	3 NM	6.1 NM	
CATEGORY	A	B	C
LNAV/VNAV DA	1615-13¼	470 (500-1¾)	NA
LNAV MDA	1720-1	575 (600-1)	1720-1½ 575 (600-1½)
CIRCLING	1720-1	575 (600-1)	1720-1½ 575 (600-1½)

▼

▲ NA

If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet.  
VDP NA with Columbia Rgnl altimeter setting.

MALS

≡

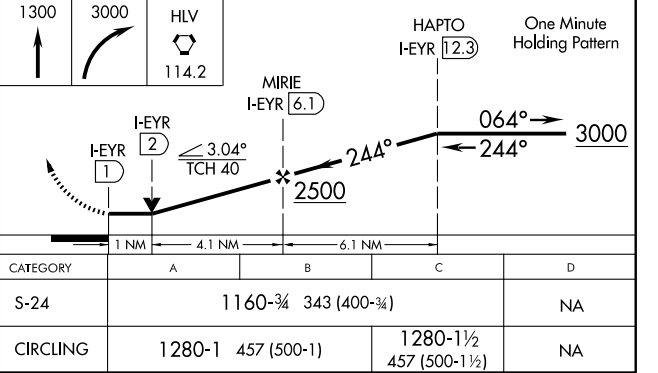
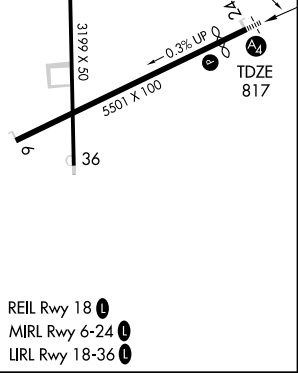
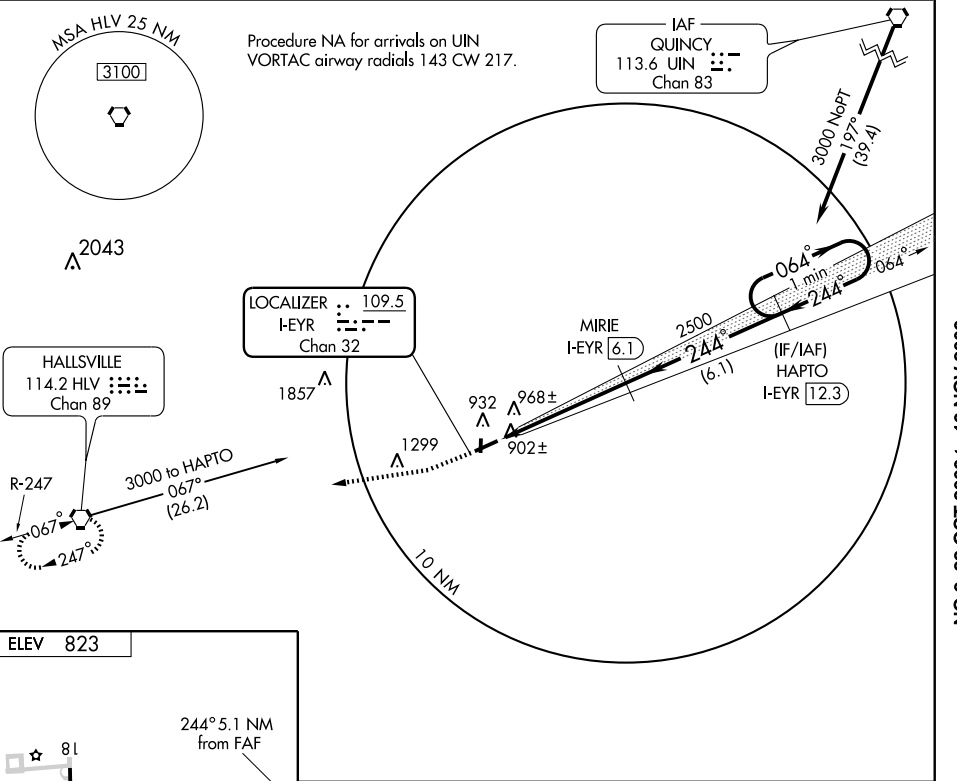
≡

≡

A<sub>2</sub>

MISSED APPROACH: Climb to 1300, then climbing right turn to 3000 direct HLV VORTAC and hold.

AWOS-3 120.575	MIZZU APP CON 124.375	CTAF 122.9 0
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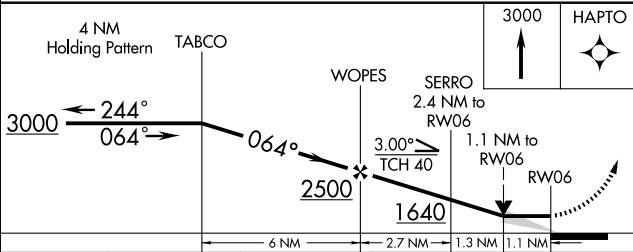
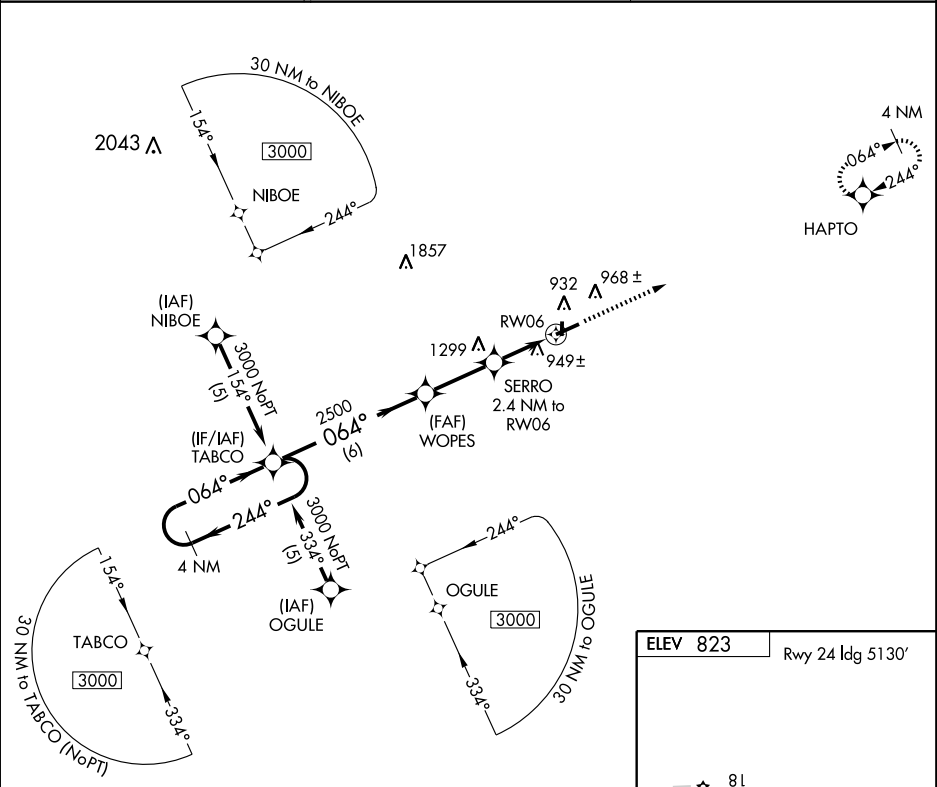
APP CRS <b>064°</b>	Rwy Idg TDZE Apt Elev <b>5501 823 823</b>
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RNAV (GPS) RWY 6  
MEXICO MEMORIAL (MYJ)

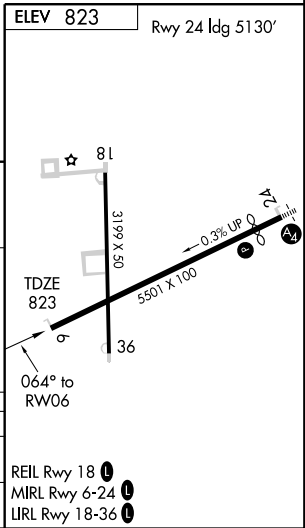
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
If local altimeter setting not received, use Columbia  
Rgnl altimeter setting and increase all MDAs 80 feet.  
VDP NA with Columbia Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 direct HAPTO WP and hold.

AWOS-3 <b>120.575</b>	MIZZU APP CON <b>124.375</b>	CTAF <b>122.9 0</b>
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CATEGORY	A	B	C	D
LNNAV MDA	1200-1 377 (400-1)			NA
CIRCLING	1280-1 457 (500-1)		1280-1½ 457 (500-1½)	NA



# RNAV (GPS) RWY 24

MEXICO MEMORIAL (MYJ)

WAAS Chan <b>56213</b> W24A	APP CRS <b>244°</b>	Rwy Idg TDZE Apt Elev	<b>5130</b> <b>817</b> <b>823</b>
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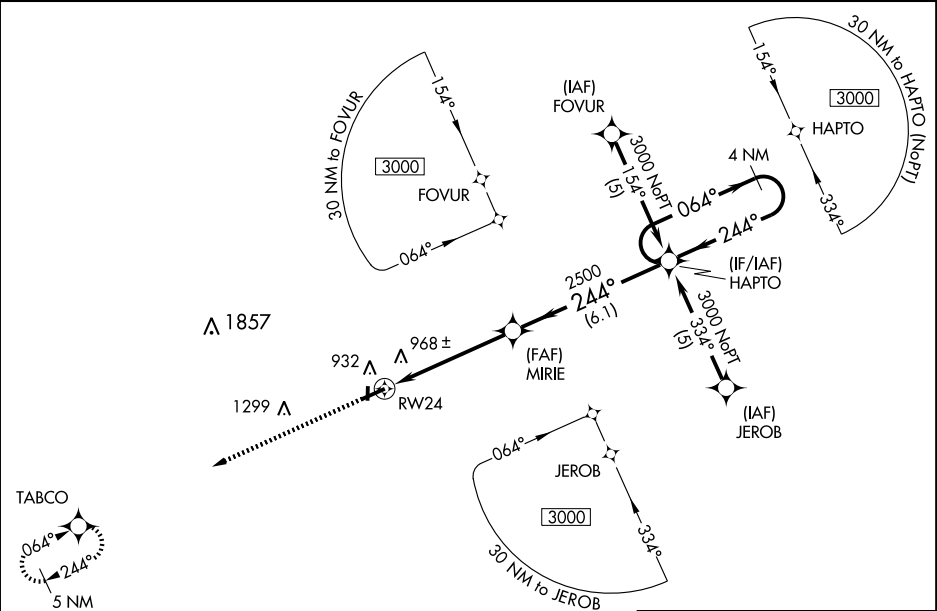
**NA**

Inoperative table does not apply to LPV, LNAV/VNAV, and LNAV Cat C. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

MALS

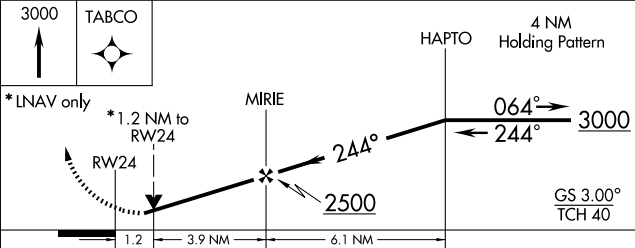
MISSED APPROACH: Climb to 3000 direct TABCO and hold.

AWOS-3 <b>120.575</b>	MIZZU APP CON <b>124.375</b>	CTAF <b>122.9</b>
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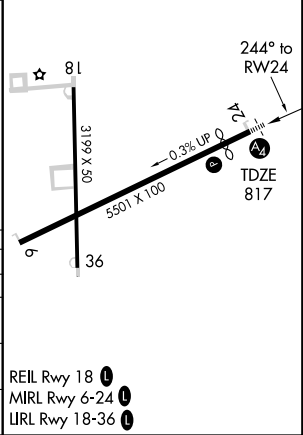


ELEV 823

Rwy 24 Idg 5130'



CATEGORY	A	B	C	D
LPV DA	1126-1	309 (400-1)		NA
LNAV/VNAV DA	1278-1¼	461 (500-1¼)		NA
LNAV MDA	1220-¾	403 (400-¾)	1220-1¼	NA
			403 (400-1¼)	
CIRCLING	1280-1¼	457 (500-1¼)		NA



VORTAC HLW	APP CRS	Rwy Idg	5130
114.2	253°	TDZE	817
Chan 89		Apt Elev	823

VOR/DME RWY 24  
MEXICO MEMORIAL (MYJ)

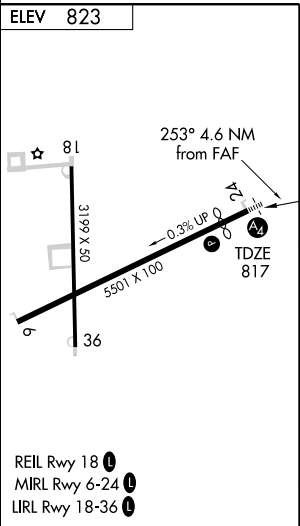
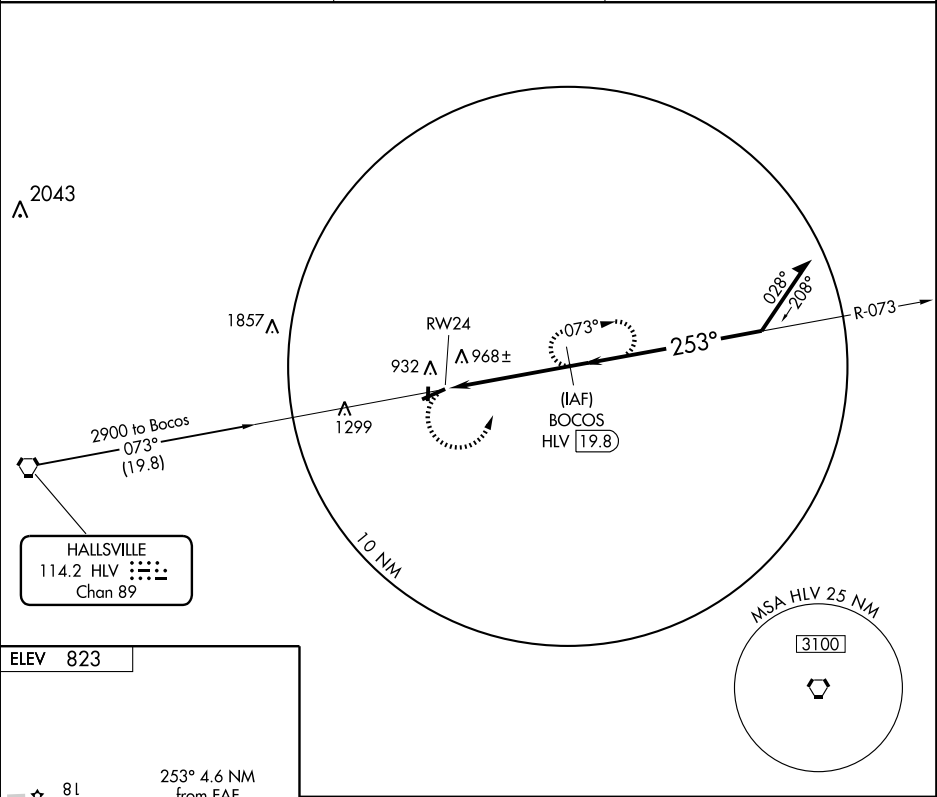
**NA** If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet.  
VDP NA with Columbia Rgnl altimeter setting.

MALS

**A2**

MISSED APPROACH: Climbing left turn to 2300 via HLW R-073 to BOCOS 19.8 DME and hold.

AWOS-3 120.575	MIZZU APP CON 124.375	CTAF 122.9 <b>1</b>
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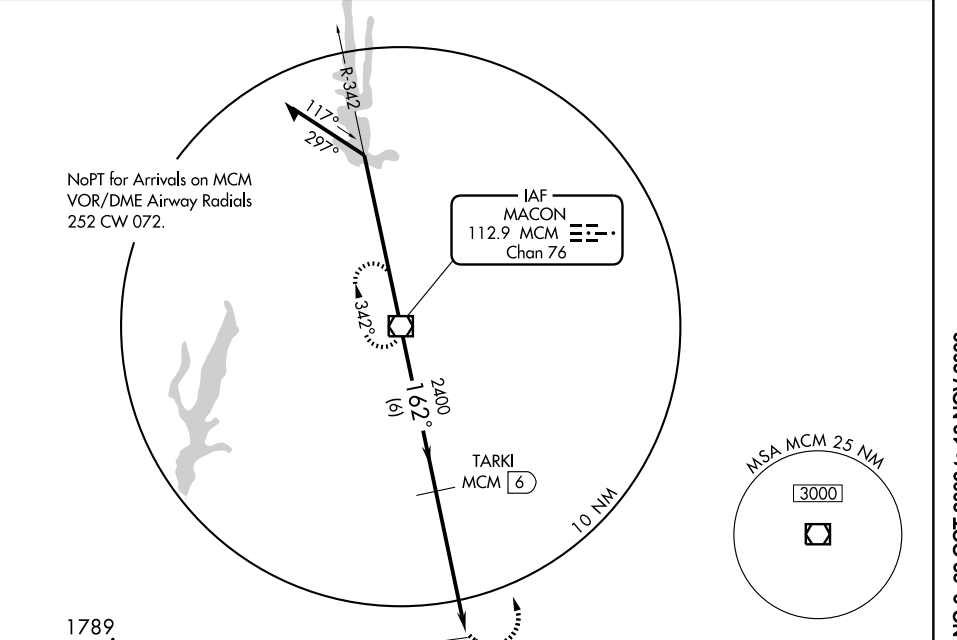
2300	HLW R-073 114.2	BOCOS HLW 19.8	Remain within 10 NM	
2300	HLW 16.4	253°	2300	2300
RW24 HLW 15.2	253°	3.00° TCH 40	2300	2300
1.2	3.4 NM			
CATEGORY	A	B	C	D
S-24	1220-1	403 (400-1)	1220-1¼ 403 (400-1¼)	NA
CIRCLING	1280-1	457 (500-1)	1280-1½ 457 (500-1½)	NA

NA

Obtain local altimeter setting on CTAF; when not received use Columbia altimeter setting.

MISSED APPROACH: Climbing left turn to 2400 direct MCM VOR/DME and hold.

AWOS-3 120.025	COLUMBIA RADIO 122.1R	UNICOM 122.7 (CTAF) 0
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Remain within 10 NM

VOR/DME

2400

342°

162°

TARKI MCM (6)

2400

162°

(MAFMA) MCM 11.4

6 NM

5.4 NM

2400

MCM

112.9

CATEGORY	A	B	C	D
CIRCLING	1380-1 513 (600-1)		1380-1½ 513 (600-1½)	1500-2 633 (700-2)
COLUMBIA ALTIMETER SETTING				
CIRCLING	1440-1 573 (600-1)		1440-1½ 573 (600-1½)	1600-2¼ 733 (800-2¼)

ELEV 867

162° 5.4 NM from FAF

13 888±

31 4270 X 100

31 3350 X 60

REIL Rwy 13 and 31  
MIRL Rwy 5-23 and 13-31

NC-3, 22 OCT 2009 to 19 NOV 2009



VOR/DME MCM  
**112.9**  
Chan **76**

APP CRS  
**123°**

Rwy Idg **4270**  
TDZE **866**  
Apt Elev **867**

VOR/DME RNAV or GPS RWY 13

MOBERLY/OMAR N. BRADLEY (MBY)

NA

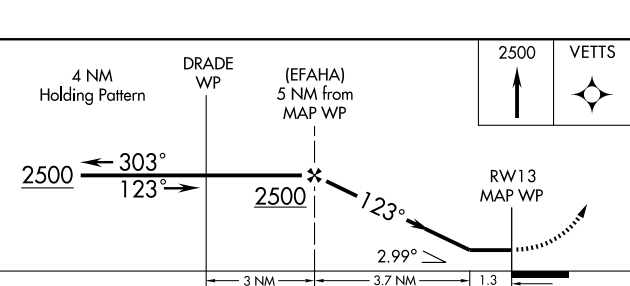
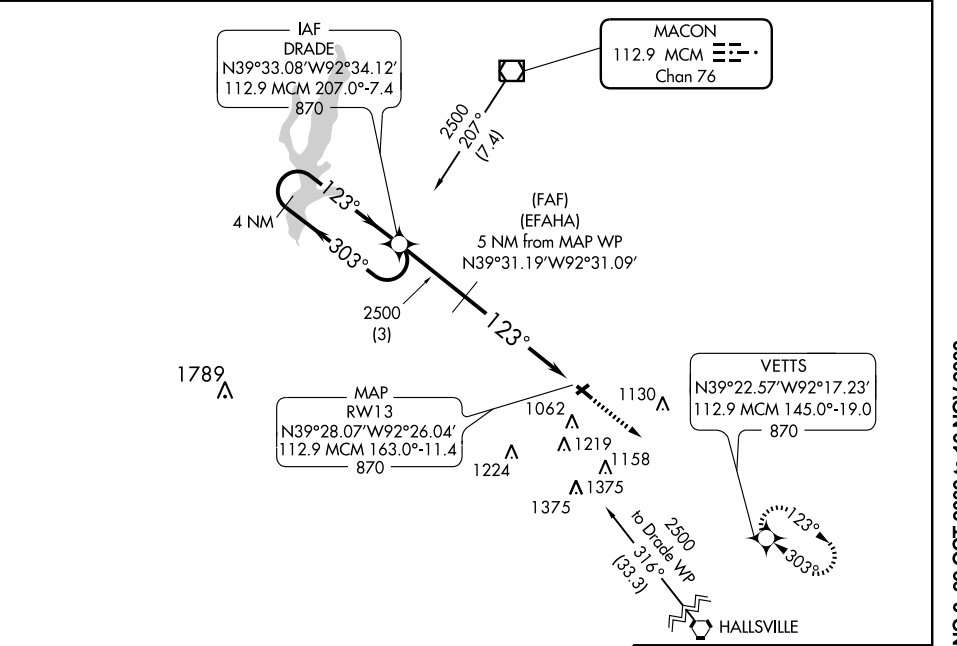
Obtain local altimeter setting on CTAF; when not available, use Columbia altimeter setting.

MISSED APPROACH: Climb to 2500 direct VETTS WP and hold.

AWOS-3  
**120.025**

COLUMBIA RADIO  
**122.1R**

UNICOM  
**122.7** (CTAF)



CATEGORY	A	B	C	D
S-13	1320-1	454 (500-1)	1320-1½ 454 (500-1½)	1320-1½ 454 (500-1½)
CIRCLING	1380-1	514 (600-1)	1380-1½ 514 (600-1½)	1500-2 634 (700-2)
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-13	1500-1	634 (700-1)	1500-1¾ 634 (700-1¾)	1500-2 634 (700-2)
CIRCLING	1540-1	674 (700-1)	1540-2 674 (700-2)	1680-2¾ 814 (900-2¾)

ELEV 867

123° to MAP WP

888±

TDZE 866

3350 X 60

4270 X 100

31

REIL Rwy 13 and 31

MIRL Rwy 5-23 and 13-31

NC-3, 22 OCT 2009 to 19 NOV 2009

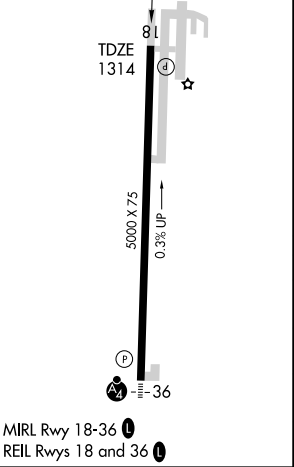
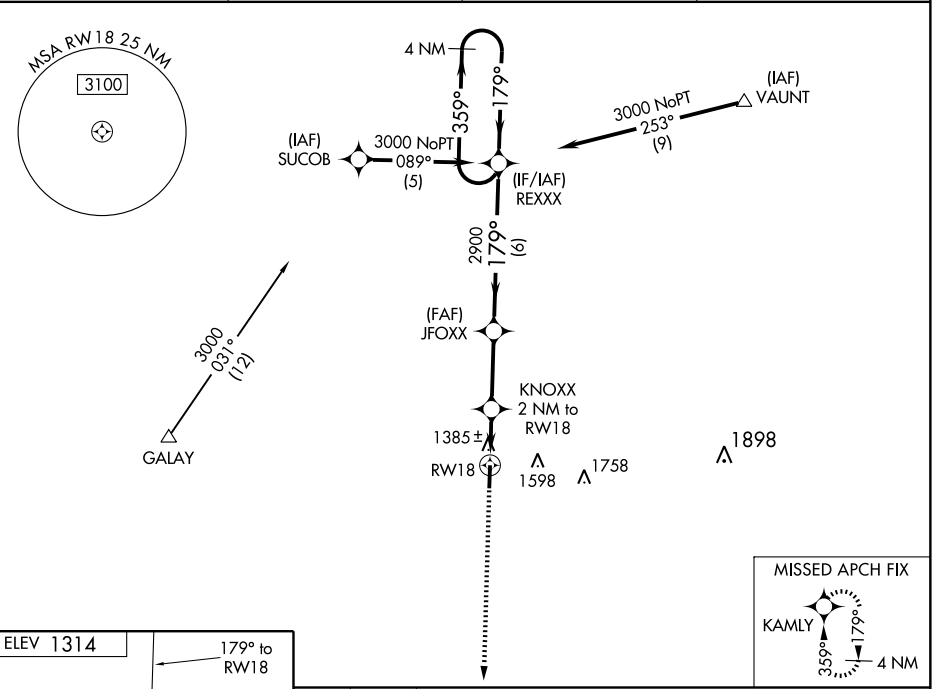
WAAS CH <b>53403</b> <b>W18A</b>	APP CRS <b>179°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>1314</b> <b>1314</b>
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RNAV (GPS) RWY 18  
MONETT MUNI(HFJ)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).  
**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 111 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility all Cats ½ mile. Baro-VNAV and VDP NA when using Joplin altimeter setting.

**MISSED APPROACH:**  
Climb to 3100 direct KAMLY and hold.

AWOS-3 <b>118.275</b>	SPRINGFIELD APP CON <b>124.95 318.2</b>	CLNC DEL <b>121.85</b>	UNICOM <b>123.075 (CTAF) 1</b>
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CATEGORY		A	B	C	D
LPV DA		1614-1	300 (300-1)	NA	
LNAV/VNAV DA		1663-1¼	349 (400-1¼)	NA	
LNAV MDA		1640-1	326 (400-1)	NA	
CIRCLING		1700-1 386 (400-1)	1780-1 466 (500-1)	NA	

WAAS CH <b>69303</b> <b>W36A</b>	APP CRS <b>359°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>1300</b> <b>1314</b>
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# RNAV (GPS) RWY 36

MONETT MUNI (HFJ)

MALSF



MISSED APPROACH:  
Climb to 3000 direct  
REXXX and hold.

Inoperative table does not apply to LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Joplin altimeter setting. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 111 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats.

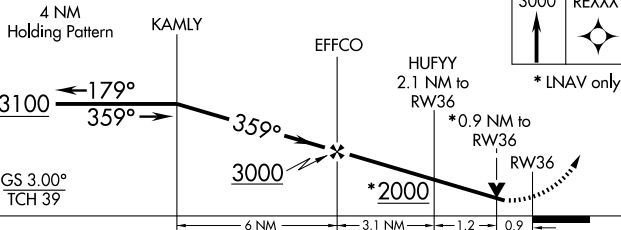
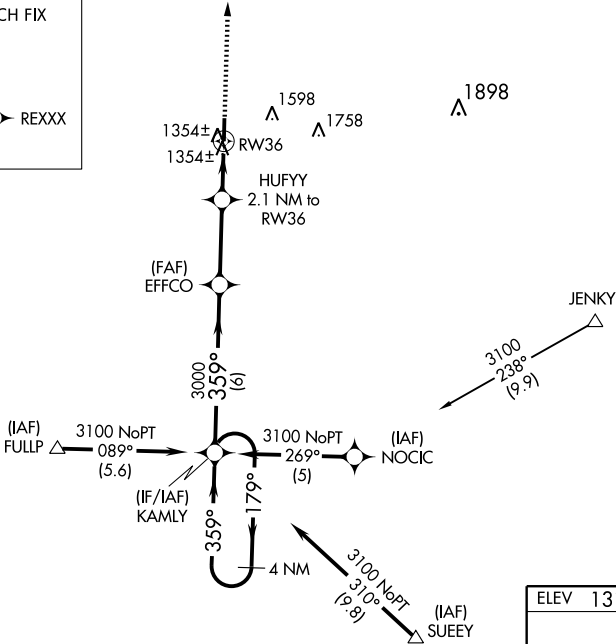
AWOS-3  
**118.275**

SPRINGFIELD APP CON  
**124.95 318.2**

CLNC DEL  
**121.85**

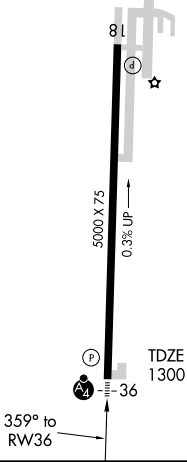
UNICOM  
**123.075 (CTAF) 0**

MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	1577-1	277 (300-1)		NA
LNAV/VNAV DA	1655-1¼	355 (400-1¼)		NA
LNAV MDA	1620-¾	320 (400-¾)		NA
CIRCLING	1700-1 386 (400-1)	1780-1 466 (500-1)		NA

ELEV 1314 MRL Rwy 18-36  
REIL Rws 18 and 36



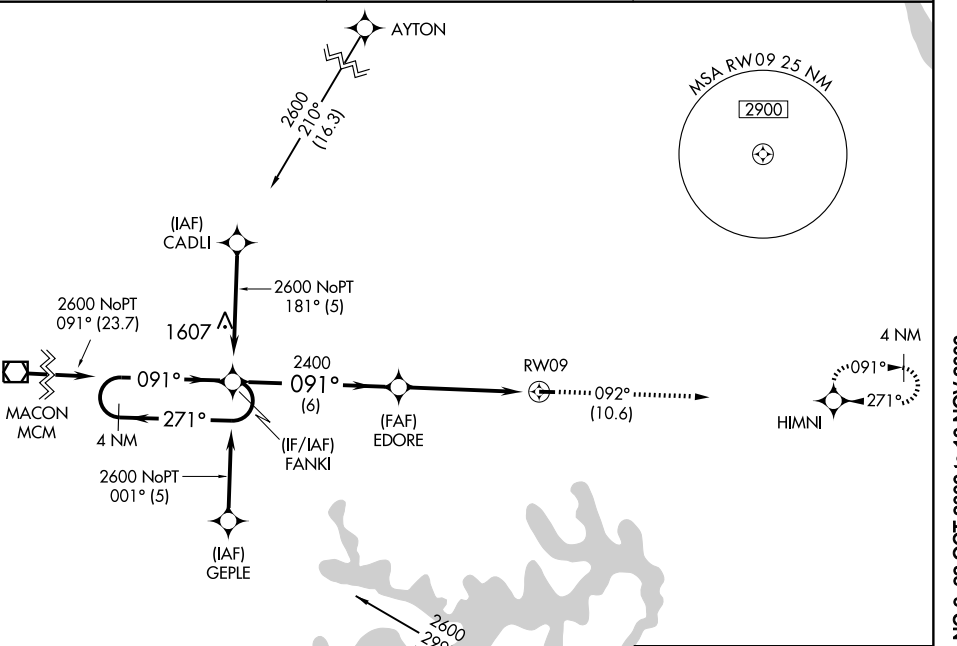
APP CRS	Rwy Idg	3516
091°	TDZE	737
	Apt Elev	737

NA

Use Quincy, IL altimeter setting.  
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2600 via 092° course to HIMNI  
WP and hold.

QUINCY ASOS 121.425	KANSAS CITY CENTER 135.525 319.9	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

FANKI

EDORE

RW09

2600

2400

3.04° TCH 35

6 NM

5 NM

2600

HIMNI

092°

ELEV 737

TDZE 737

3516 X 50

27

091° to RW09

CATEGORY	A	B	C	D
LNAV MDA	1200-1	463 (500-1)	1200-1¼ 463 (500-1¼)	NA
CIRCLING	1380-1	643 (700-1)	1380-1¾ 643 (700-1¾)	NA

REIL Rwy 27  
MIRL Rwy 9-27 0

NC-3: 22 OCT 2009 to 19 NOV 2009

APP CRS 271°  
Rwy Idg 3516  
TDZE 737  
Apt Elev 737

RNAV (GPS) RWY 27

MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

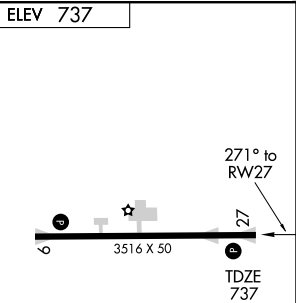
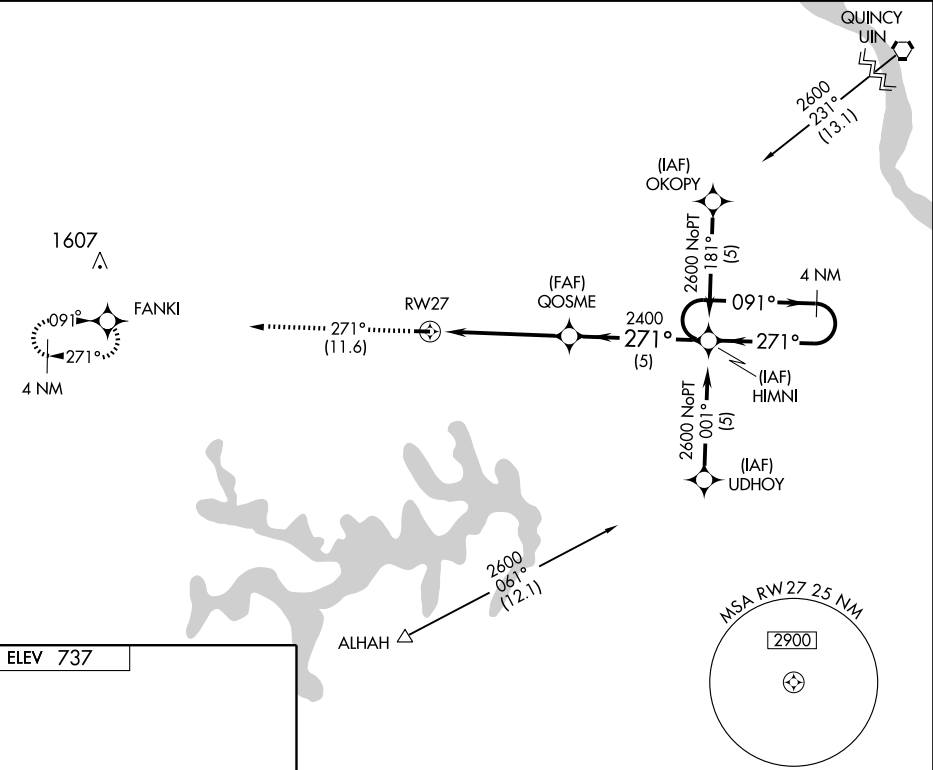
▲ NA Use Quincy, IL altimeter setting.  
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2600 via 271° course to FANKI WP and hold.

QUINCY ASOS  
121.425

KANSAS CITY CENTER  
135.525 319.9

UNICOM  
122.8 (CTAF) 0



	<div>2600</div> <div>FANKI</div>		<div>HIMNI</div> <div>4 NM Holding Pattern</div>	
	<div>CRS 271°</div>		<div>QOSME</div>	
	<div>RW27</div>		<div>2400</div>	
	<div>3.07°</div> <div>TCH 36</div>		<div>091°</div> <div>2600</div>	
	<div>5 NM</div>		<div>5 NM</div>	
CATEGORY	A	B	C	D
RNAV MDA	1240-1	503 (600-1)	1240-1½ 503 (600-1½)	NA
CIRCLING	1380-1	643 (700-1)	1380-1¾ 643 (700-1¾)	NA

REIL Rwy 27  
MIRL Rwy 9-27 0

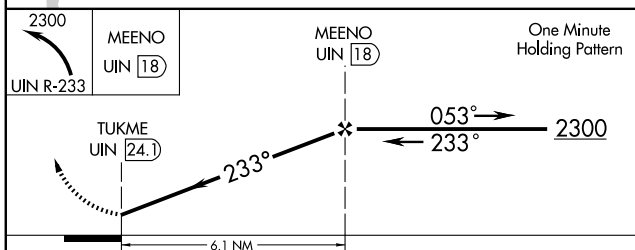
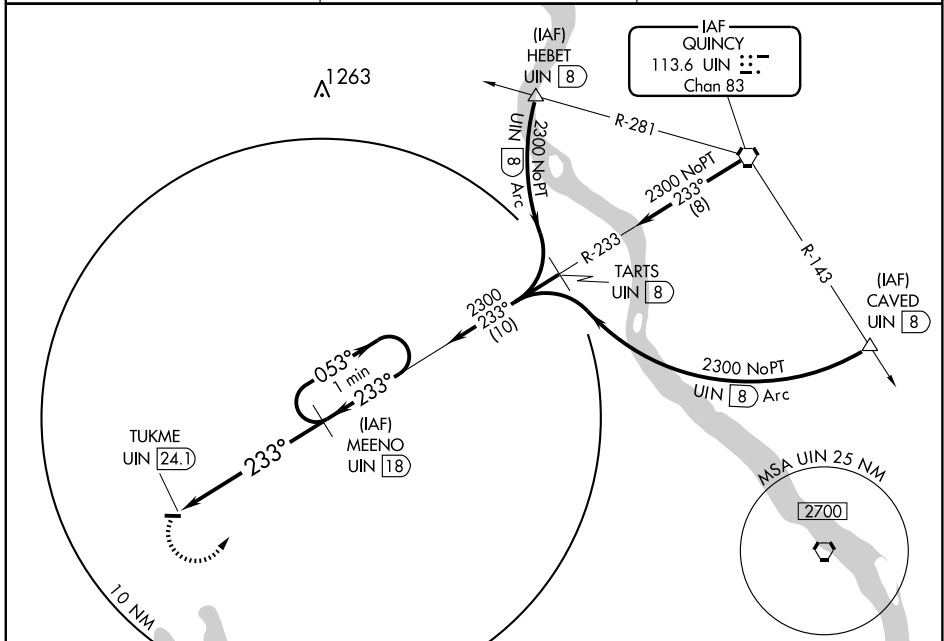
VORTAC UIN <b>113.6</b> Chan <b>83</b>	APP CRS <b>233°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>737</b>
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VOR/DME-A

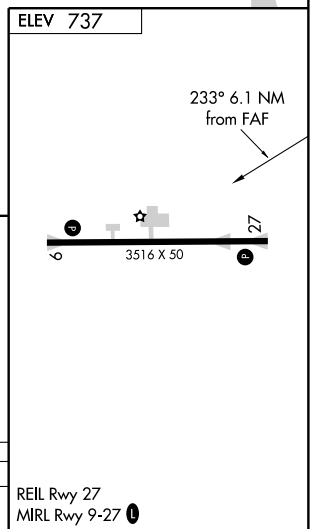
MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

<b>NA</b>	Use Quincy, IL altimeter setting.	MISSED APPROACH: Climbing left turn to 2300 via UIN R-233 to MEENO/18 DME and hold.
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QUINCY ASOS <b>121.425</b>	KANSAS CITY CENTER <b>135.525 319.9</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
CIRCLING	1380-1 643 (700-1)	1380-1¼ 643 (700-1¼)	1380-1½ 643 (700-1½)	NA



REIL Rwy 27  
MIRL Rwy 9-27 0







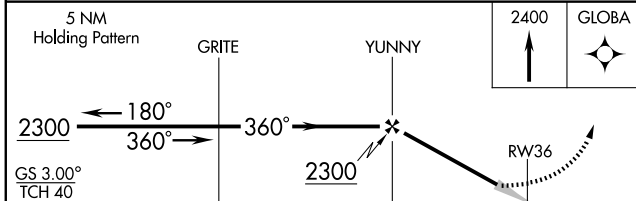
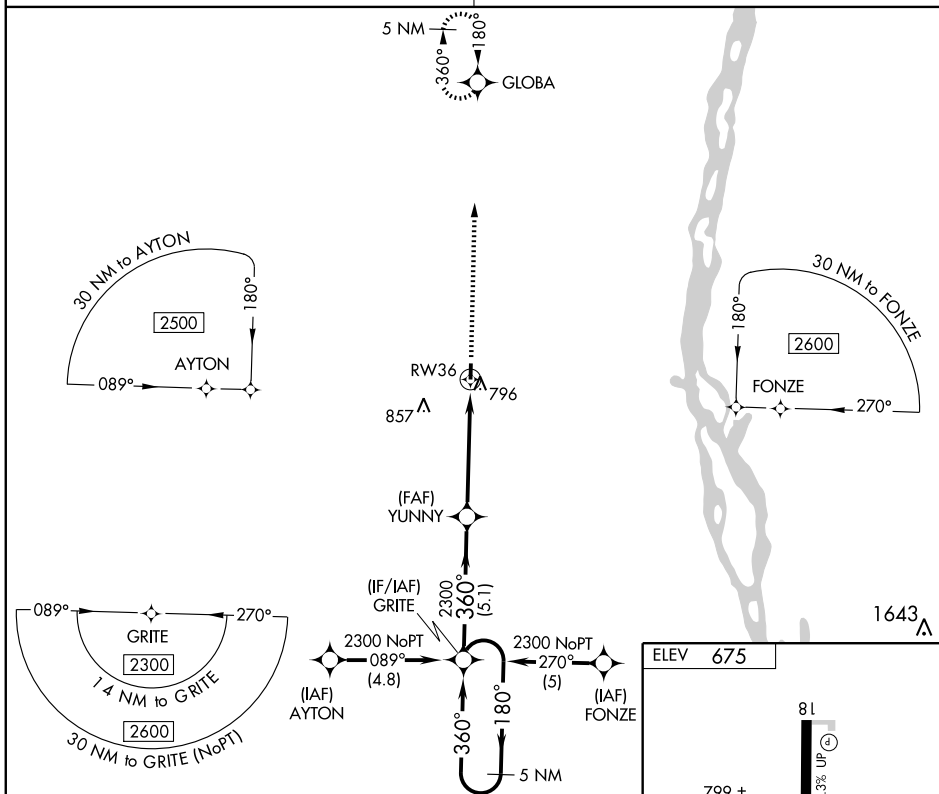
WAAS CH <b>97601</b> <b>W36A</b>	APP CRS <b>360°</b>	Rwy Idg <b>3500</b> TDZE <b>675</b> Apt Elev <b>675</b>
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RNAV (GPS) RWY 36  
MONTICELLO/LEWIS COUNTY RGNL (6M6)

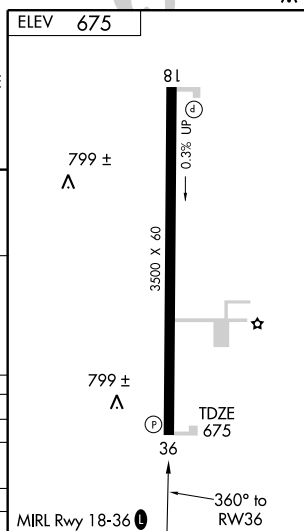
**T** DME/DME RNP-0.3 NA. Baro-VNAV NA.  
**A** NA Use Quincy altimeter setting; if not received, use Kirksville altimeter setting and increase all DAs/MDAs 80 feet.

**MISSED APPROACH:** Climb to 2400 direct  
GLOBA and hold.

KANSAS CITY CENTER  
135.525 319.9

UNICOM  
122.7 (CTAF) **L**

		5.1 NM		4.9 NM		
CATEGORY	A	B	C	D		
LPV DA	996-1¼	321 (400-1¼)		NA		
LNAV/VNAV DA	1137-1¾	462 (500-1¾)		NA		
LNAV MDA	1120-1	445 (500-1)		NA		
CIRCLING	1180-1	505 (600-1)		NA		

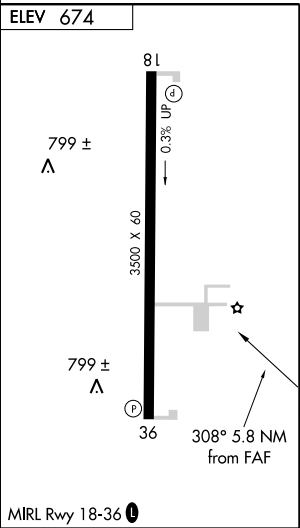
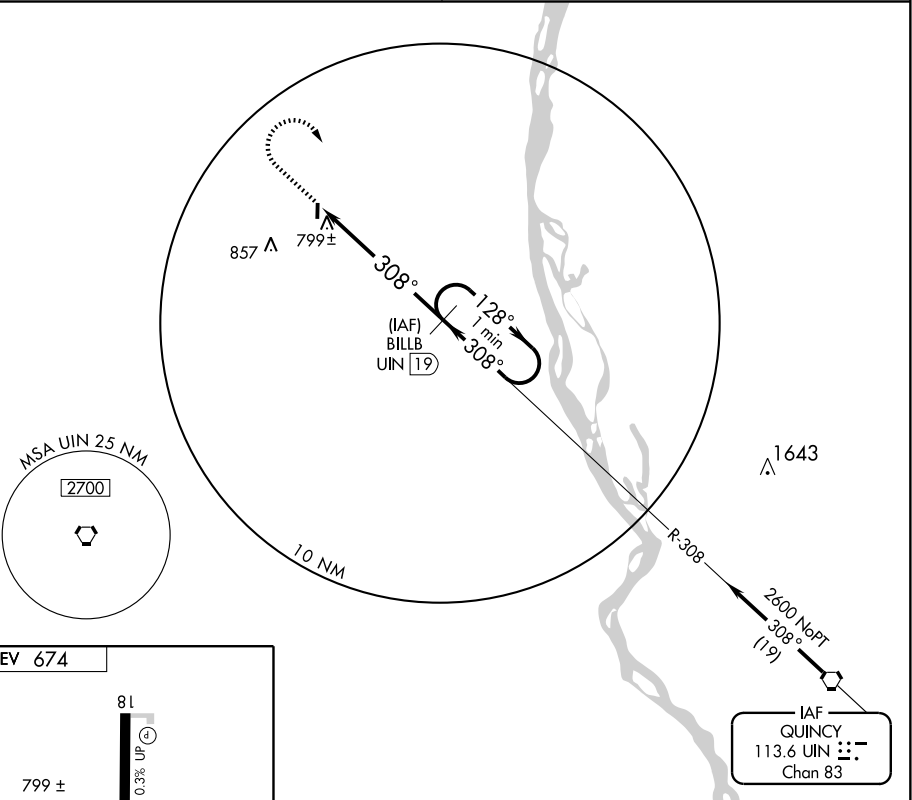


VORTAC UIN <b>113.6</b> Chan <b>83</b>	APP CRS <b>308°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>674</b>
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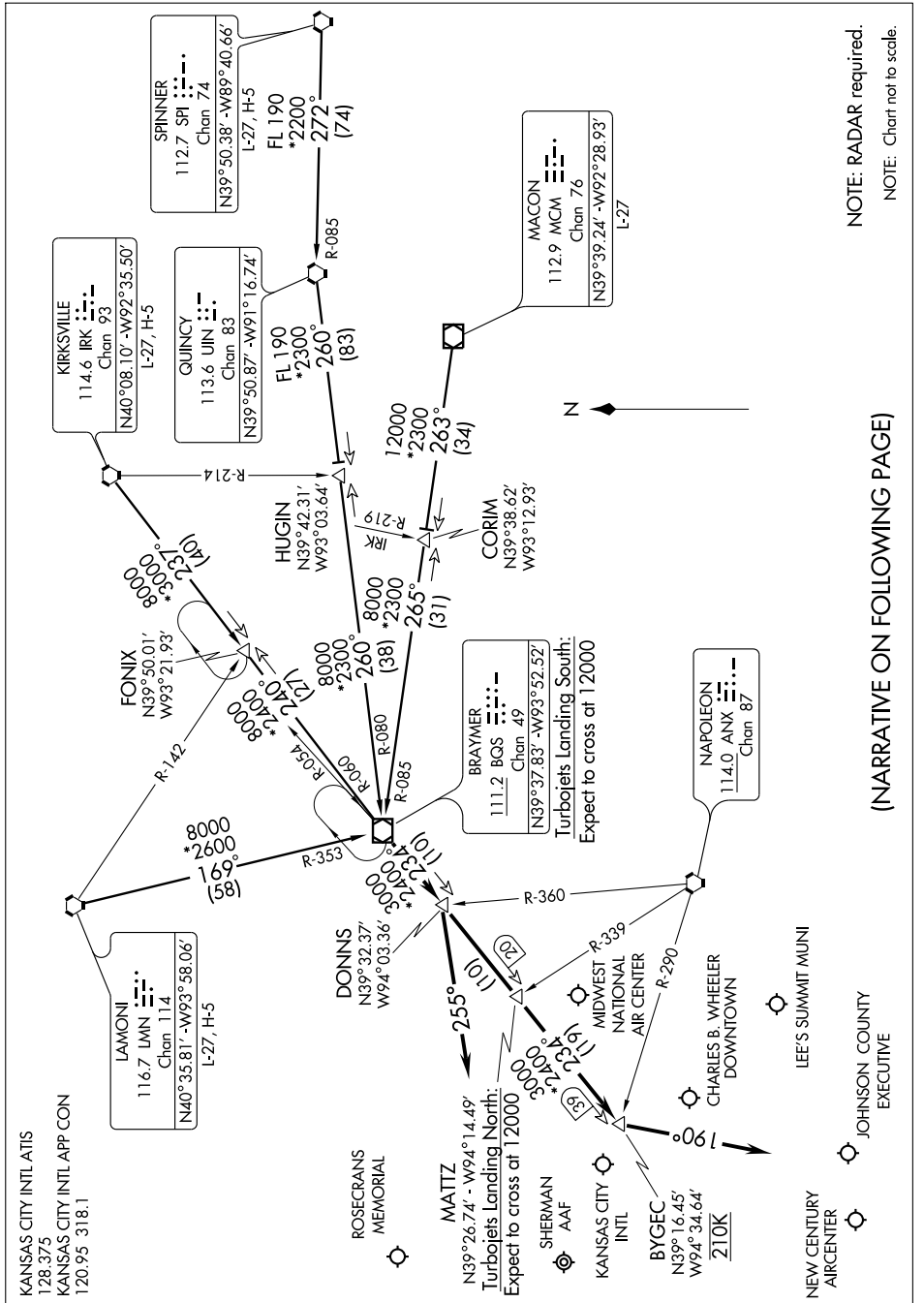
VOR/DME-A

MONTICELLO/ LEWIS COUNTY RGNL (6M6)

<div><div></div><div>NA</div></div> <div>Use Quincy altimeter setting; when not received use Kirksville altimeter setting</div>	MISSED APPROACH: Climb to 1600 then right turn to 2600 via UIN R-308 to BILLB/19 DME and hold.
KANSAS CITY CENTER <b>135.525 319.9</b>	UNICOM <b>122.7</b> (CTAF) <b>1</b>



<div>1600</div> <div>↑</div>		<div>2600</div> <div><div>UIN</div><div>R-308</div></div>	<div>BILLB</div> <div>UIN</div> <div>19</div>		<div>One Minute Holding Pattern</div>	
		<div>UIN</div> <div>24.8</div>	<div><div><div></div><div>308°</div></div><div><div></div><div>128°</div></div><div><div></div><div>308°</div></div><div><div></div><div>2600</div></div></div>			
		<div>5.8 NM</div>				
CATEGORY	A		B		C	D
CIRCLING	1180-1 506 (600-1)		1180-1¼ 506 (600-1¼)		NA	
KIRKSVILLE ALTIMETER SETTING MINIMUMS						
CIRCLING	1240-1 566 (600-1)		1240-1¼ 566 (600-1¼)		NA	



## ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

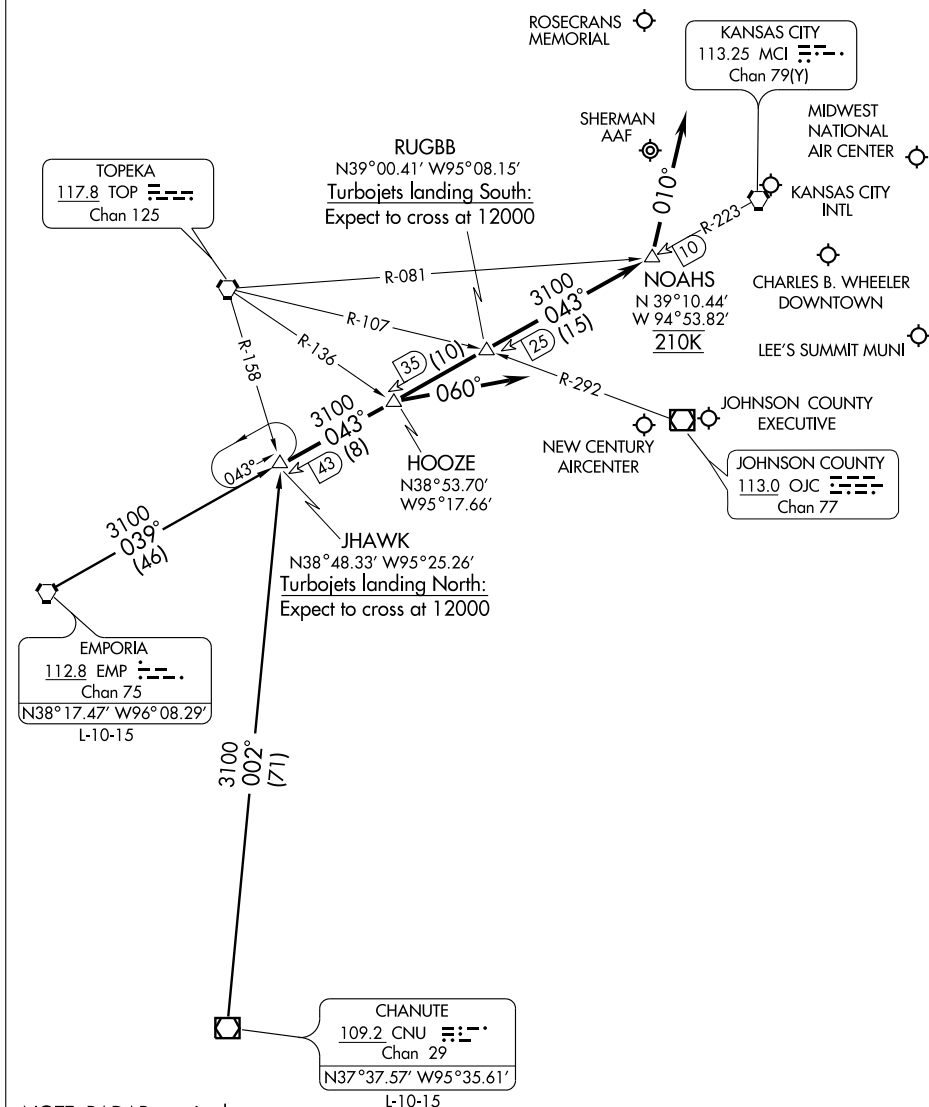
. . . . Expect radar vectors to final approach course.



## JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS  
128.375  
KANSAS CITY APP CON  
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.



WAAS CH <b>70323</b> <b>W18A</b>	APP CRS <b>184°</b>	Rwy Idg TDZE Apt Elev	<b>5504</b> <b>777</b> <b>777</b>
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RNAV (GPS) RWY 18

MOSBY/MIDWEST NATIONAL AIR CENTER (GPH)

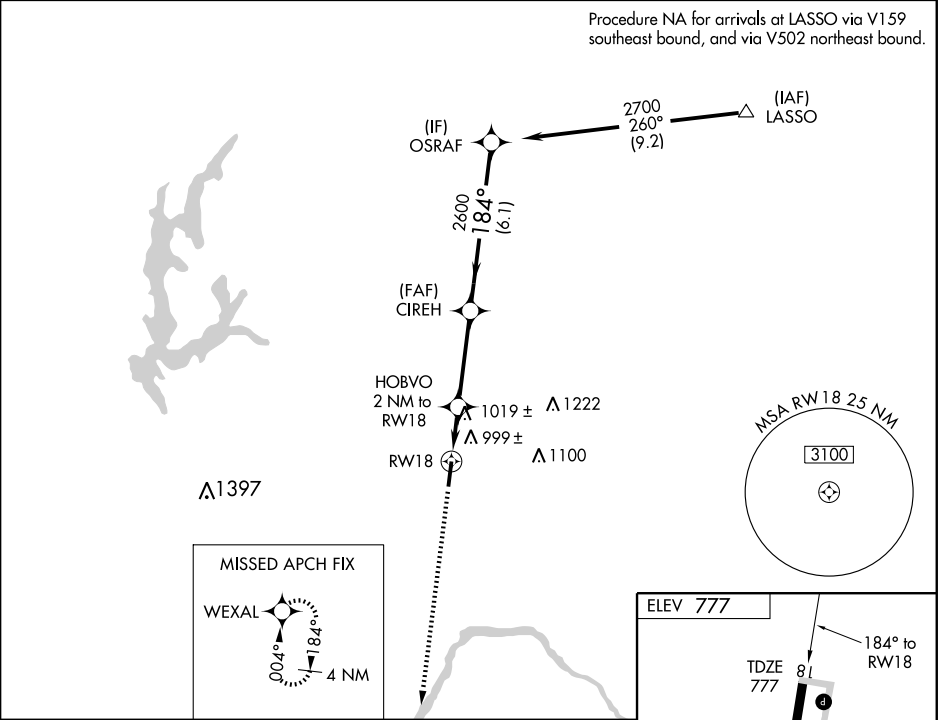
**NA**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.  
Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Kansas City Intl altimeter setting and increase all DAs 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDAs 80 feet and circling visibility Cat C ¼ mile.

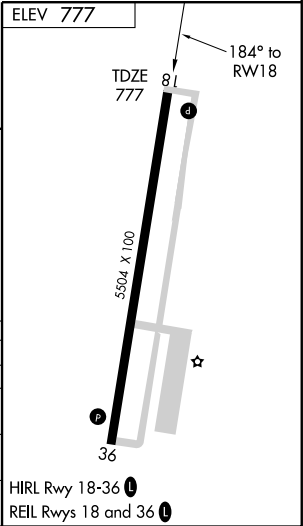
MISSED APPROACH: Climb to 2700 direct WEXAL and hold.

KANSAS CITY APP CON <b>118.4</b>	CLNC DEL <b>118.2</b>	UNICOM <b>122.7</b> (CTAF) <b>1</b>
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Procedure NA for arrivals at LASSO via V159 southeast bound, and via V502 northeast bound.



2700	WEXAL	VGSI and RNAV glidepath not coincident.				OSRAF
*LNAV only		HOBVO 2 NM to RW18	CIREH	2700	Procedure Turn NA	
		1.2 NM to RW18		2600	GS 3.00°	
		1.2 NM	0.8 NM	3.5 NM	6.1 NM	
CATEGORY	A	B	C	D		
LPV DA	1189-1½	412 (500-1½)		NA		
LNAV/VNAV DA	1324-2	547 (600-2)		NA		
LNAV MDA	1280-1	503 (600-1)	1280-1½ 503 (600-1½)	NA		
CIRCLING	1300-1	523 (600-1)	1320-1½ 543 (600-1½)	NA		



▼

△NA

DME/DME RNP-0.3 NA. Baro-VNAV NA when using Kansas City Intl altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA.  
Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase all DA 79 feet and all LPV and LNAV/VNAV visibilities ½ mile; increase all MDA 80 feet and LNAV and Circling Cat C visibility ¼ mile.  
VDP NA when using Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 2700 direct OSRAF and hold.

KANSAS CITY APP CON  
118.4

CLNC DEL  
118.2

UNICOM  
122.7 (CTAF) 0

MSA RW36 25 NM

3100

OSRAF

184°

004°

4 NM

1372

1222

1100

2700 to WEXAL

214° (36.4)

BRAYMER BQS

RW36

999±

Λ 979±

ZAGRI

2.6 NM to RW36

1059±

(FAF)

IJUBO

2400

004° (6.1)

(IF/IAF) WEXAL

2700 NoPT

274° (5)

2900

292° (5.4)

(IAF) SUPEE

Λ 1842

NAPOLEON ANX

4 NM

Procedure NA for arrivals at BQS VOR/DME via V502 northeast bound.

Procedure NA for arrivals at ANX VORTAC via V10-12 northeast bound.

ELEV 777

81

5504 x 100

36

TDZE 776

004° to RW36

HIRL Rwy 18-36

REIL Rwy 18 and 36

4 NM Holding Pattern					WEXAL		IJUBO		ZAGRI 2.6 NM to RW36		*1.4 NM to RW36		RW36					
2700 ← 184°					004° →		004°		2400		*1640							
GS 3.00° TCH 45							6.1 NM		2.3 NM		1.2		1.4 NM					
CATEGORY	A		B		C		D											
LPV DA	1105-1¼		329 (400-1¼)						NA									
LNAV/VNAV DA	1341-2		565 (600-2)						NA									
LNAV MDA	1260-1		484 (500-1)		1260-1¼		484 (500-1¼)		NA									
CIRCLING	1300-1		523 (600-1)		1320-1½		543 (600-1½)		NA									

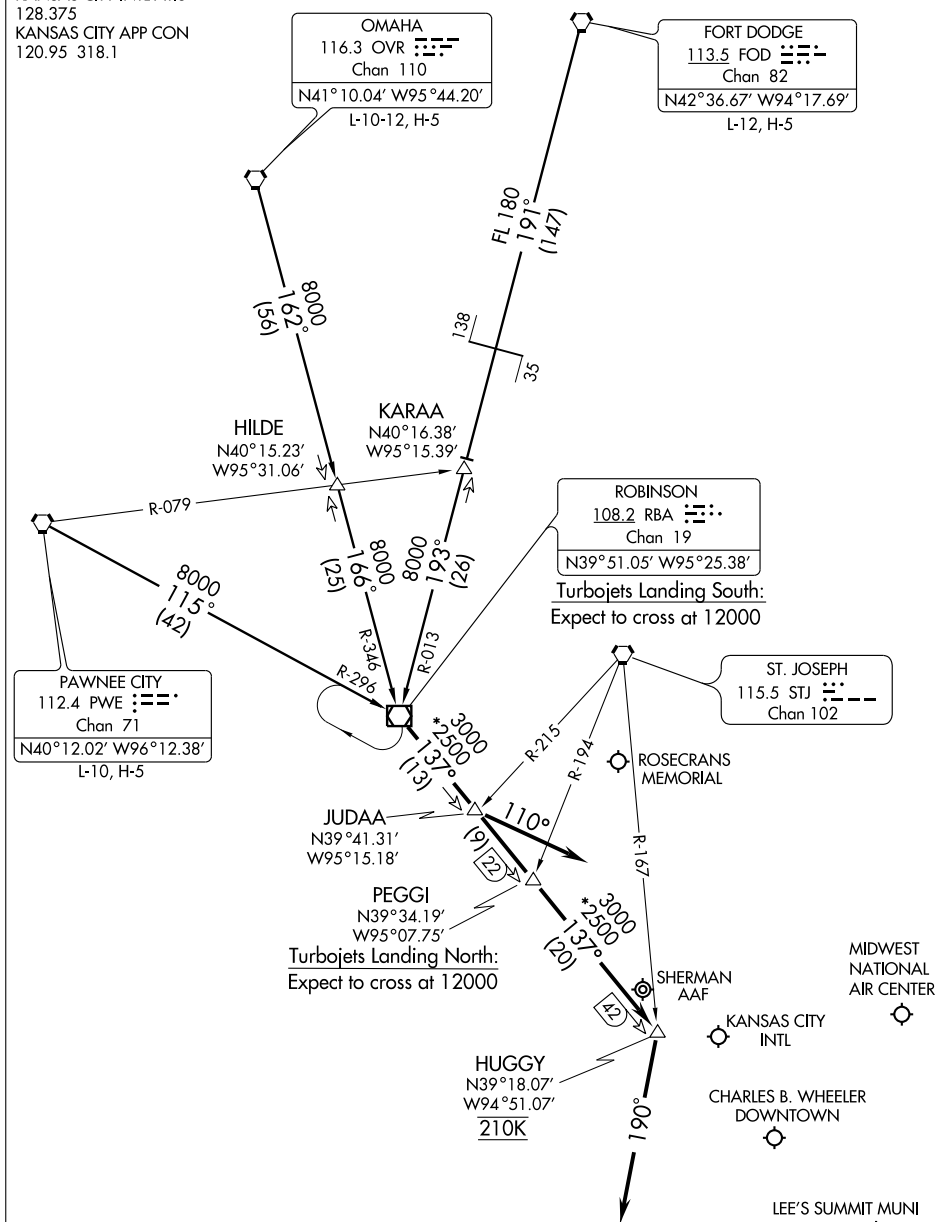
NC-3. 22 OCT 2009 to 19 NOV 2009

## ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS  
128.375  
KANSAS CITY APP CON  
120.95 318.1



(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

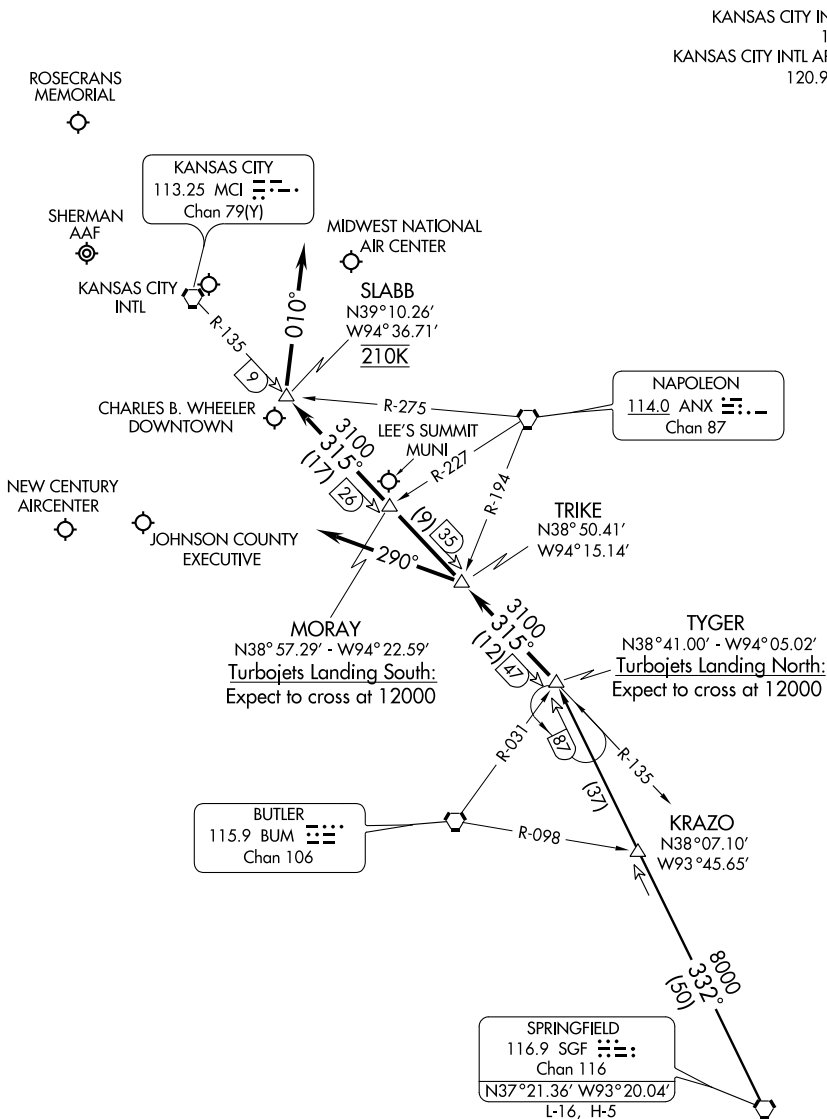
ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

# (TYGER.TYGER6) 08101 TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 22 OCT 2009 to 19 NOV 2009

## ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

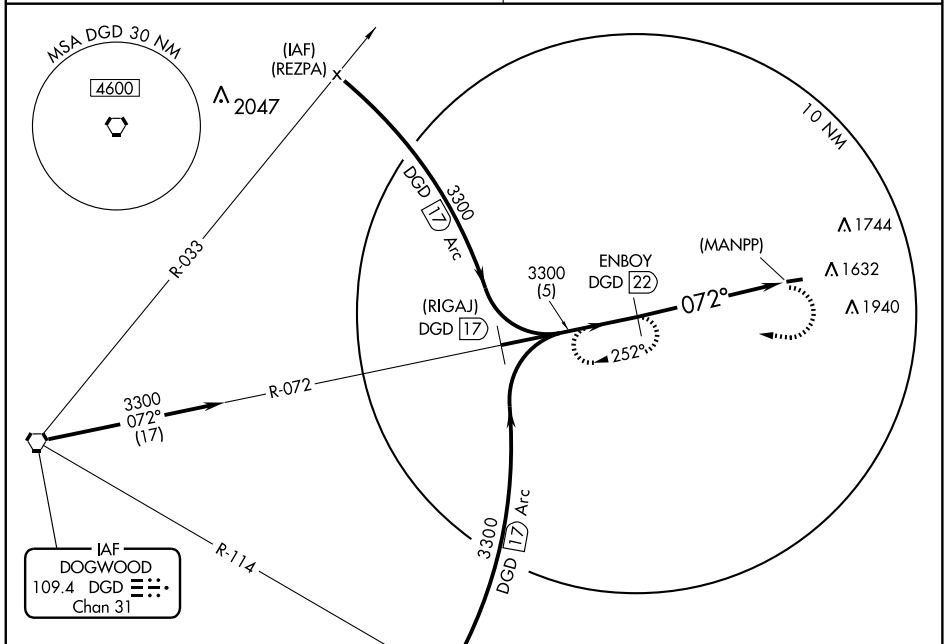
ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

VORTAC DGD	APP CRS	Rwy Idg	3590
109.4	072°	TDZE	1476
Chan 31		Apt Elev	1476

# VOR/DME or GPS RWY 8 MOUNTAIN GROVE MEMORIAL (1M0)

<p><b>▼</b> Use Forney AAF altimeter setting; when not available use Springfield altimeter setting and increase all MDAs 60 feet.</p> <p><b>▲ NA</b></p>	<p>MISSED APPROACH: Climbing right turn to 3300 via DGD R-072 to ENBOY 22 DME and hold.</p>
<p>KANSAS CITY CENTER <b>128.35 284.67</b></p>	<p>CTAF <b>122.9</b></p>



<p>(RIGAJ) DGD 17</p> <p>ENBOY DGD 22</p> <p>3300</p> <p>072°</p> <p>3300</p> <p>072°</p> <p>(MANPP) DGD 27.5</p> <p>5 NM</p> <p>5.5 NM</p>				<p>ELEV 1476</p> <p>TDZE 1476</p> <p>3590 X 50</p> <p>0.5% UP</p> <p>072° 5.5 NM from FAF</p> <p>26</p>
<p>Procedure Turn NA</p>				
CATEGORY	A	B	C	D
S-8	2100-1 624 (700-1)	2100-1¼ 624 (700-1¼)	NA	
CIRCLING	2120-1 644 (700-1)	2120-1¼ 644 (700-1¼)	NA	

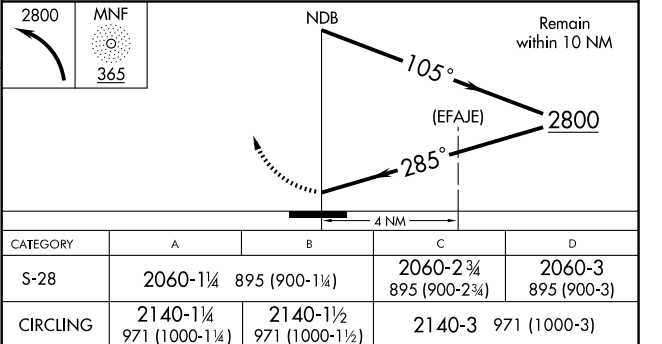
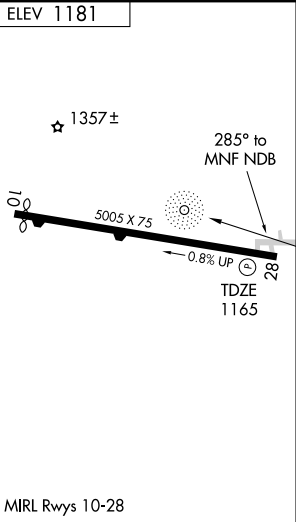
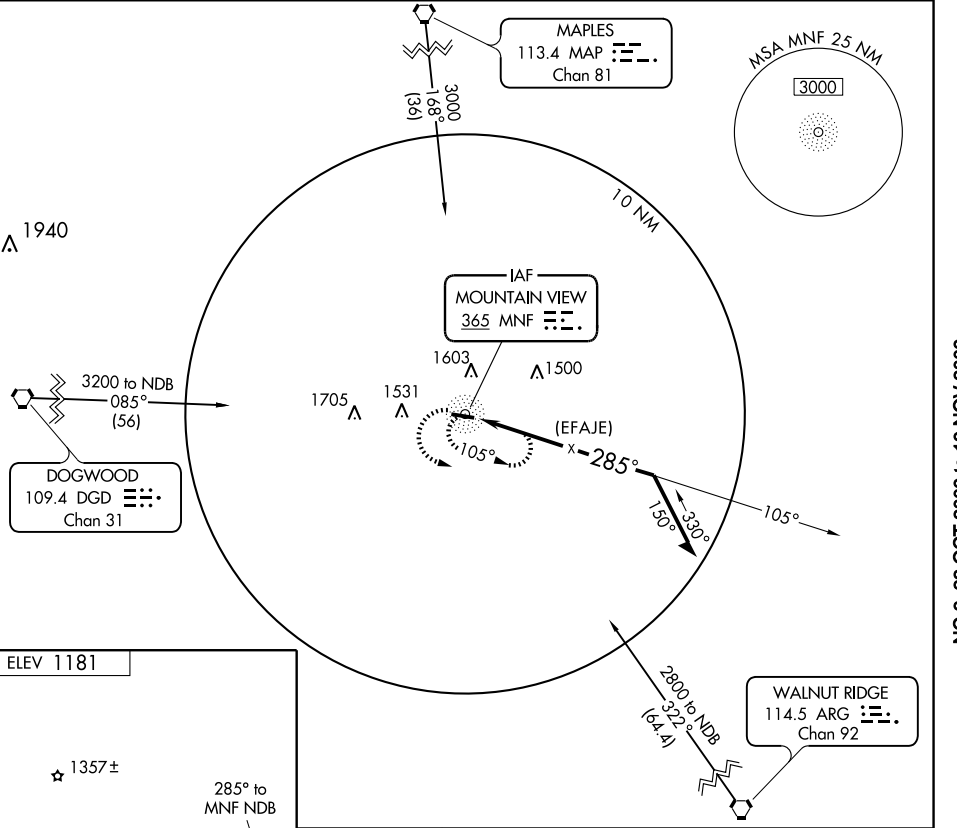
LIRL Rwy 8-26

NDB	MNF	APP CRS	Rwy Idg	5005
365		285°	TDZE	1165
			Apt Elev	1181

NDB or GPS RWY 28

MOUNTAIN VIEW (MNF)

<div><div>NA</div><div>Use Forney AAF altimeter setting. When not available procedure NA.</div></div>	MISSED APPROACH: Climbing left turn to 2800 in MNF NDB holding pattern.
KANSAS CITY CENTER 128.35 284.67	UNICOM 122.8 (CTAF)



NC-3. 22 OCT 2009 to 19 NOV 2009



WAAS CH <b>99302</b> <b>W01A</b>	APP CRS <b>005°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>1255</b> <b>1255</b>
--	------------------------	-----------------------------	---

**RNAV (GPS) RWY 1**  
NEOSHO HUGH ROBINSON (E.O.S)

**T** Baro-VNAV NA.  
**A** NA DME/DME RNP- 0.3 NA.  
Visibility reduction by helicopters NA.  
When local altimeter setting not received, use Joplin altimeter setting and increase all DA 15 feet/MDA 20 feet.

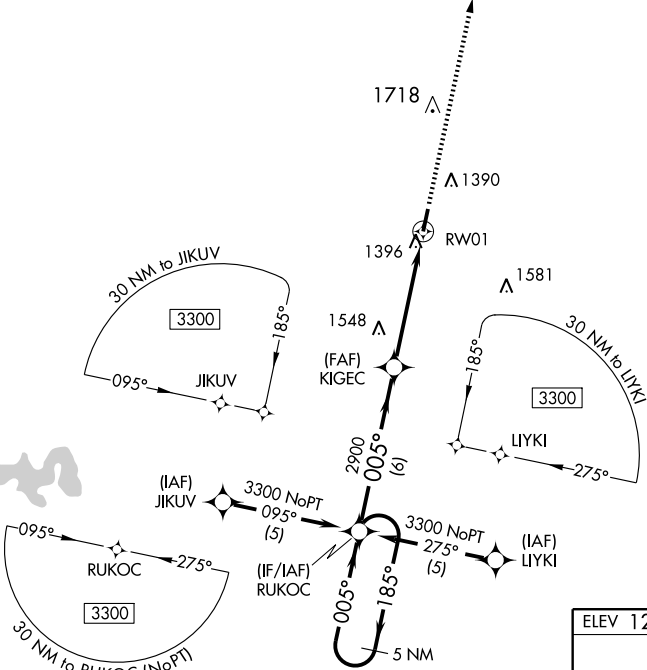
MISSED APPROACH: Climb to 3200 direct TOGAS and hold.

AWOS-3  
**122.8**

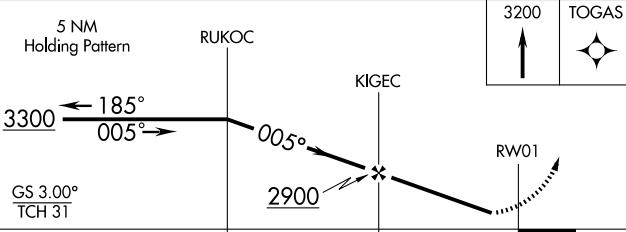
KANSAS CITY CENTER  
**128.6 282.325**

UNICOM  
**122.8 (CTAF) 0**

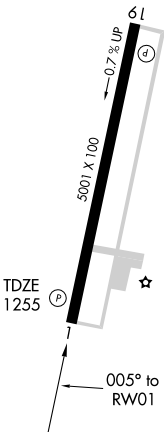
MISSED APCH FIX



ELEV 1255 REIL Rwy 1 and 19 **0**  
MIRL Rwy 1-19 **0**



CATEGORY	A	B	C	D
LPV DA	1602-1¼	347 (400-1¼)		NA
LNAV/VNAV DA	1719-1¾	464 (500-1¾)		NA
LNAV MDA	1880-1	625 (700-1)	1880-1¾ 625 (700-1¾)	NA
CIRCLING	1880-1	625 (700-1)	1880-1¾ 625 (700-1¾)	NA

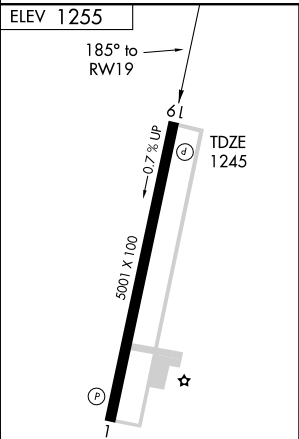
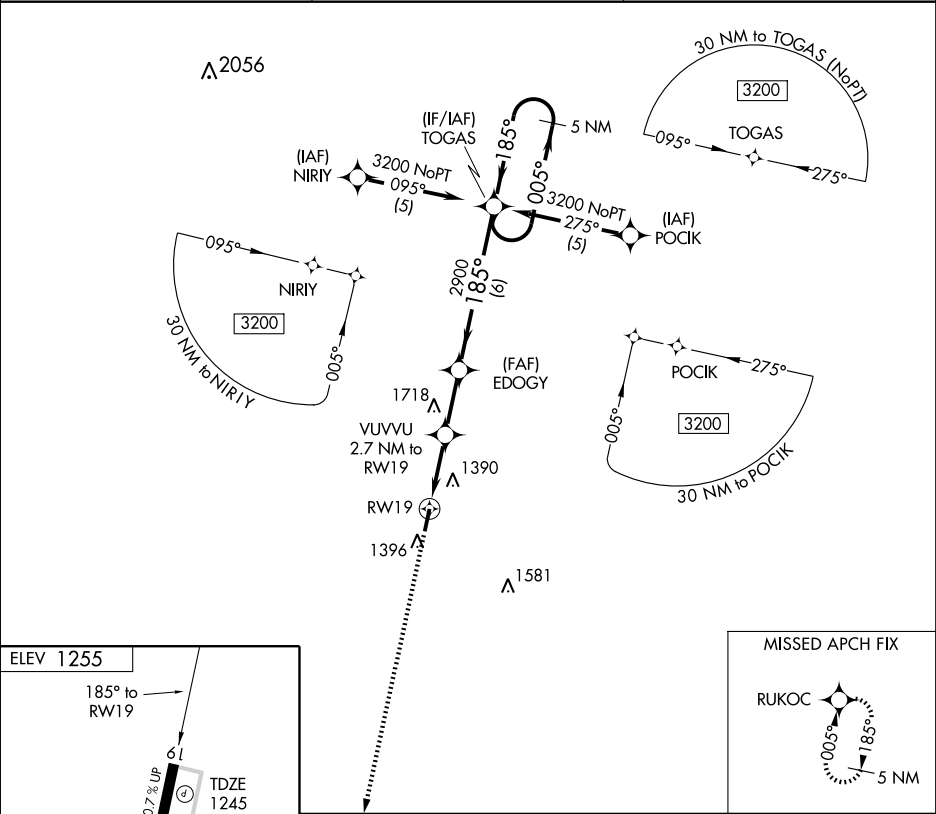


APP CRS	Rwy Idg	5001
185°	TDZE	1245
	Apt Elev	1255

RNAV (GPS) RWY 19  
NEOSHO HUGH ROBINSON (E0S)

<p><b>▼</b> DME/DME RNP-0.3 NA.</p> <p><b>▲ NA</b> When local altimeter setting not received, use Joplin altimeter setting and increase all MDA 20 feet.</p>	MISSED APPROACH: Climb to 3300 direct RUKOC and hold.
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AWOS-3 122.8	KANSAS CITY CENTER 128.6 282.325	UNICOM 122.8 (CTAF) <b>0</b>
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REIL Rws 1 and 19 **0**  
MIRL Rwy 1-19 **0**

	3300	RUKOC	TOGAS	5 NM Holding Pattern
		VUVVU 2.7 NM to RWY 19	EDOGY	
		≤ 3.04° TCH 40	185°	005° → 3200
		2120	2900	
		2.7 NM	2.4 NM	6 NM
CATEGORY	A	B	C	D
LNAV MDA	1720-1	475 (500-1)	1720-1¼ 475 (500-1¼)	NA
CIRCLING	1780-1	525 (600-1)	1820-1½ 565 (600-1½)	NA

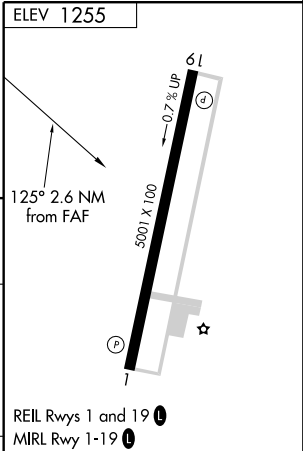
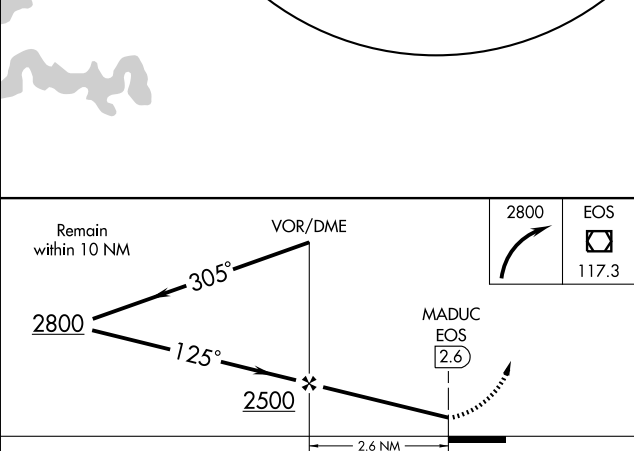
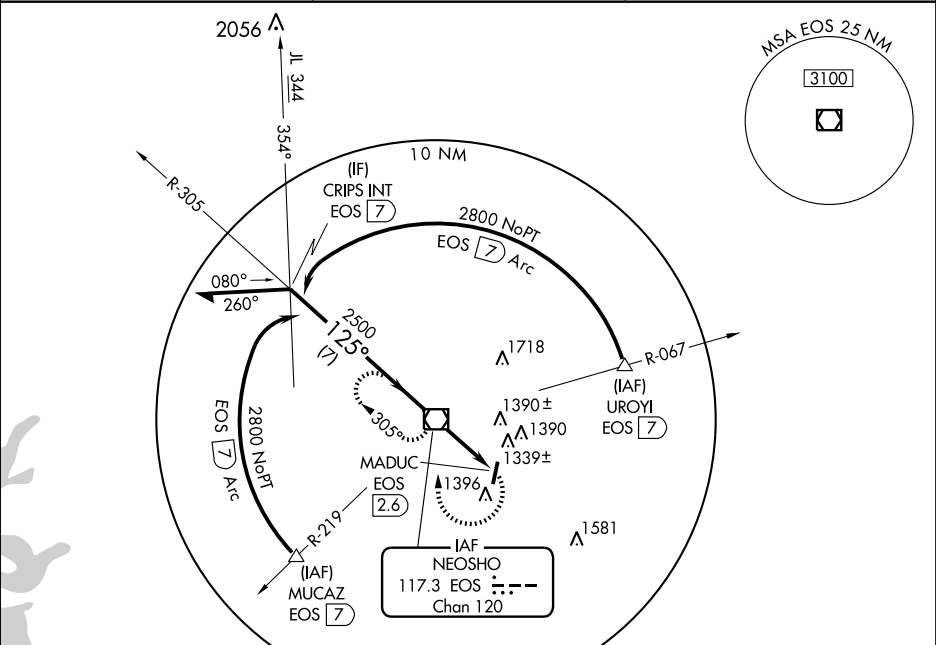
VOR/DME EOS <b>117.3</b> Chan <b>120</b>	APP CRS <b>125°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1255</b>
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VOR-A  
NEOSHO HUGH ROBINSON (EOS)

**T** **NA** When local altimeter setting not received, use Joplin altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2800 direct EOS VOR/DME and hold.

AWOS-3 <b>122.8</b>	KANSAS CITY CENTER <b>128.6 282.325</b>	UNICOM <b>122.8 (CTAF)</b>
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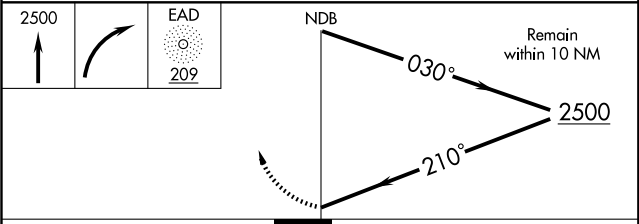
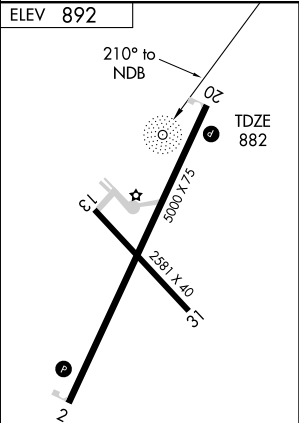
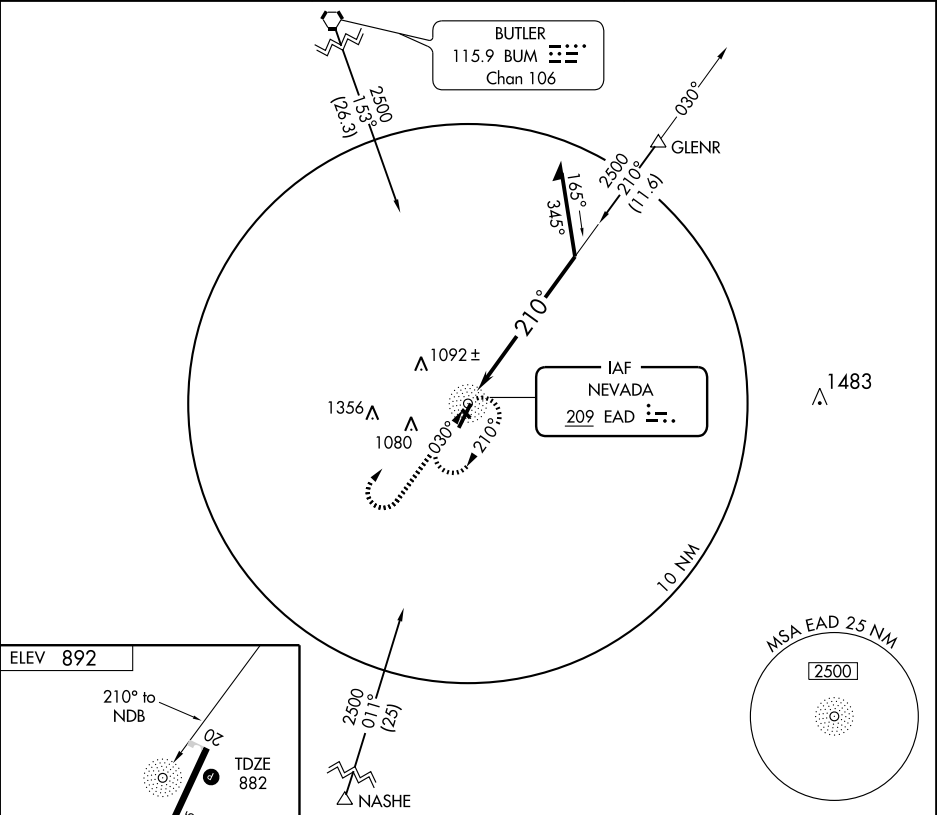
CATEGORY	A	B	C	D	FAF to MAP 2.6 NM					
CIRCLING	1780-1	525 (600-1)	1820-1½ 565 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	2:36	1:44	1:18	1:02	0:52

NDB RWY 20  
NEVADA MUNI (NVD)

NDB	EAD	APP CRS	Rwy Idg	5000
209	210°	210°	TDZE	882
			Apt Elev	892

NA	Use Joplin Regional altimeter setting.	MISSED APPROACH: Climb to 2500 then right turn direct EAD NDB and hold.
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AWOS-3 119.175	KANSAS CITY CENTER 125.55 327.0	UNICOM 122.8 (CTAF)
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REIL Rwy 2-20  
MIRL Rwy 2-20

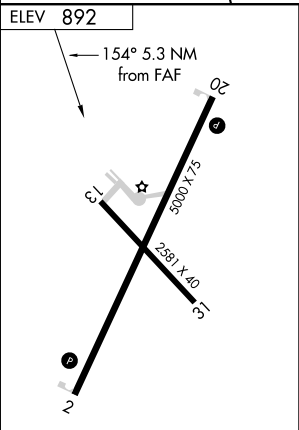
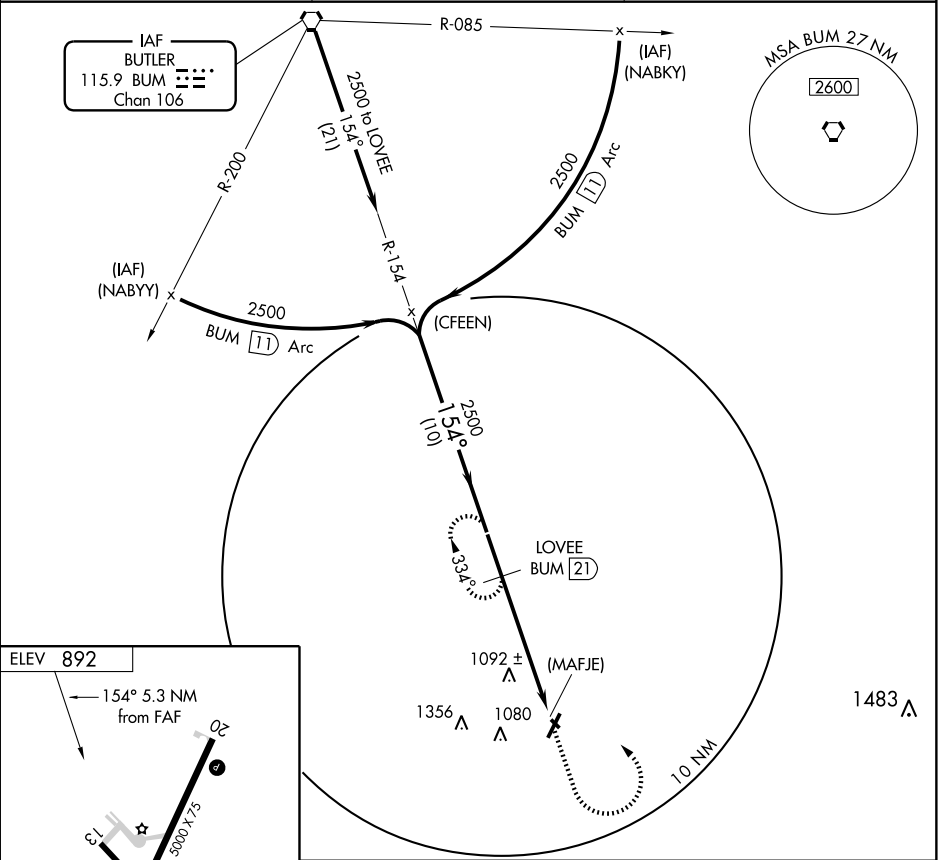
CATEGORY	A	B	C	D
S-20	1800-1¼ 918 (1000-1¼)	1800-2¾ 918 (1000-2¾)	1800-3 918 (1000-3)	1800-3 918 (1000-3)
CIRCLING	1800-1¼ 908 (1000-1¼)	1800-2¾ 908 (1000-2¾)	1800-3 908 (1000-3)	1800-3 908 (1000-3)

VORTAC BUM 115.9 Chan 106	APP CRS 154°	Rwy Idg TDZE Apt Elev	N/A N/A 892
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VOR/DME or GPS-A  
NEVADA MUNI (NVD)

▲ NA Use Joplin Regional altimeter setting.	MISSED APPROACH: Climb to 2500 then left turn via BUM VORTAC R-154 to LOVEE 21 DME and hold.
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AWOS-3 119.175	KANSAS CITY CENTER 125.55 327.0	UNICOM 122.8 (CTAF) 0
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VORTAC		LOVEE BUM 21		2500	LOVEE BUM 21
2500		154°	2500	154°	(MAFJE) BUM 26.3
Procedure Turn NA		21 NM		5.3 NM	
CATEGORY	A	B	C	D	
CIRCLING	1560-1 668 (700-1)	1560-1¼ 668 (700-1¼)	1580-2 688 (700-2)	1580-2¼ 688 (700-2¼)	

VORTAC BUM 115.9 Chan 106	APP CRS 200°	Rwy Idg TDZE Apt Elev	5000 882 892
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# VOR/DME RNAV or GPS RWY 20

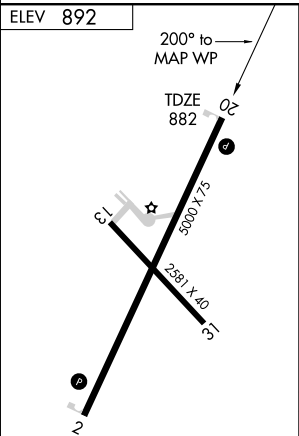
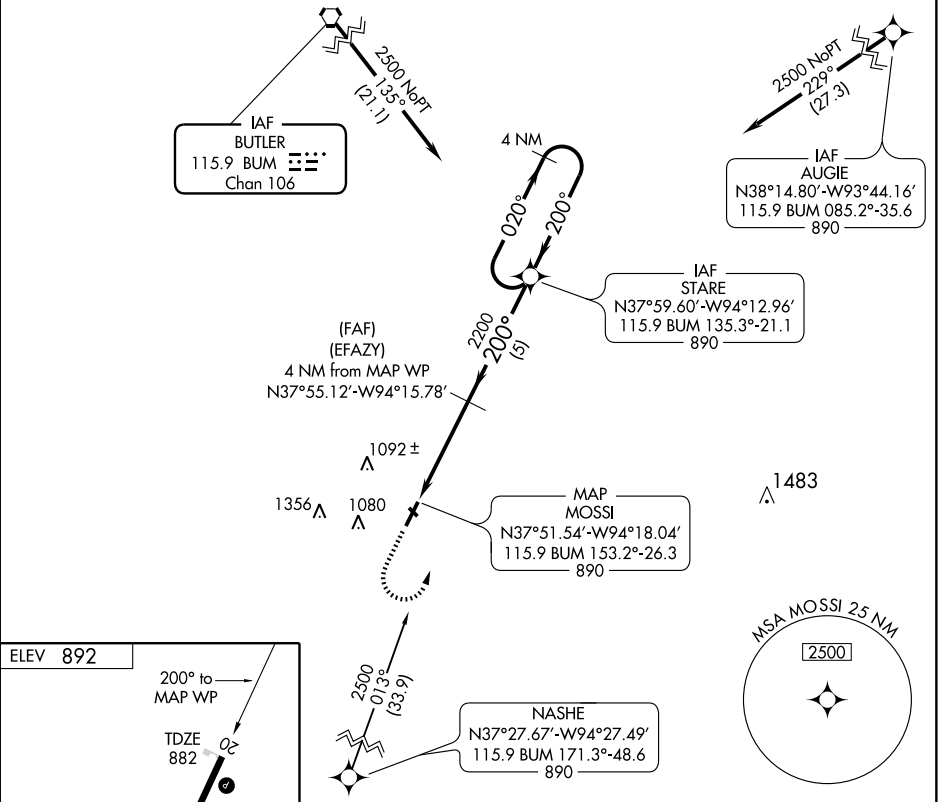
NEVADA MUNI (NVD)

**NA**

Use Joplin Regional altimeter setting.

MISSED APPROACH: Climb to 2500 then left turn direct STARE WP and hold.

AWOS-3 119.175	KANSAS CITY CENTER 125.55 327.0	UNICOM 122.8 (CTAF) <b>0</b>
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REIL Rwy 2-20 **0**  
MIRL Rwy 2-20 **0**

<div><div>2500</div><div>STARE</div><div>STARE WP</div><div>4 NM Holding Pattern</div></div>				
<div><div>MOSSI MAP WP</div><div>(EFAZY) 4 NM from MAP WP</div><div>2200</div><div>2.99°</div><div>1.9 NM</div><div>2.1 NM</div><div>5 NM</div></div>				
CATEGORY	A	B	C	D
S-20	1540-1 658 (700-1)	1540-1¼ 658 (700-1¼)	1540-1¾ 658 (700-1¾)	1540-2 658 (700-2)
CIRCLING	1540-1 648 (700-1)	1540-1¼ 648 (700-1¼)	1580-2 688 (700-2)	1580-2¼ 688 (700-2¼)

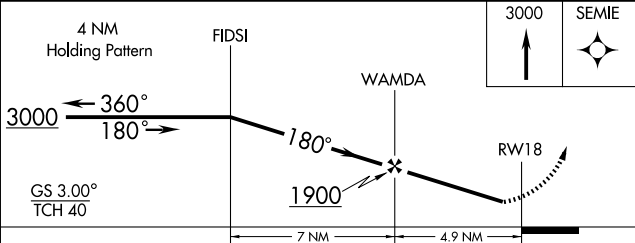
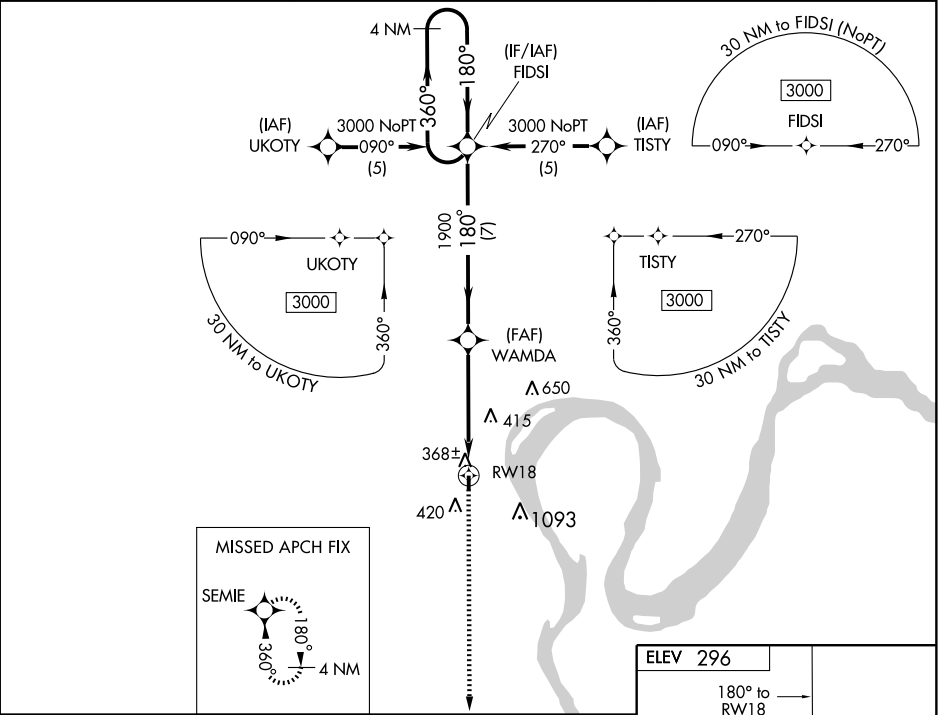
WAAS CH <b>82114</b> <b>W18A</b>	APP CRS <b>180°</b>	Rwy Idg TDZE Apt Elev	<b>3200</b> <b>295</b> <b>296</b>
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RNAV (GPS) RWY 18

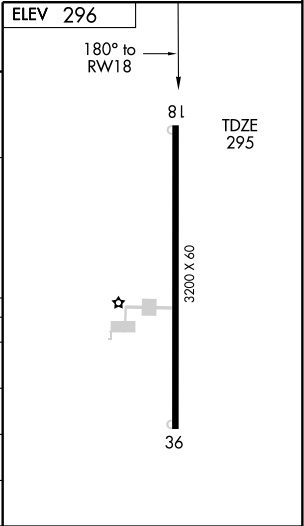
NEW MADRID/COUNTY MEMORIAL (EIW)

<b>⚠</b> Circling to Rwy 36 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA 20 feet.	<b>⚠</b> MISSED APPROACH: Climb to 3000 direct SEMIE and hold.
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DYERSBURG AWOS-3 <b>135.625</b>	MEMPHIS CENTER <b>133.65 292.15</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	628-1¼	333 (400-1¼)		NA
LNAV/VNAV DA	1016-2½	721 (800-2½)		NA
LNAV MDA	800-1	505 (600-1)		NA
CIRCLING	860-1	564 (600-1)		NA



WAAS CH <b>56414</b> <b>W36A</b>	APP CRS <b>360°</b>	Rwy Idg TDZE Apt Elev	<b>3200</b> <b>296</b> <b>296</b>
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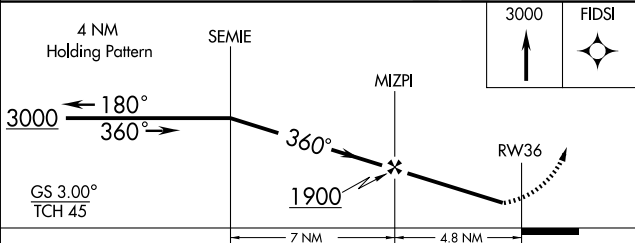
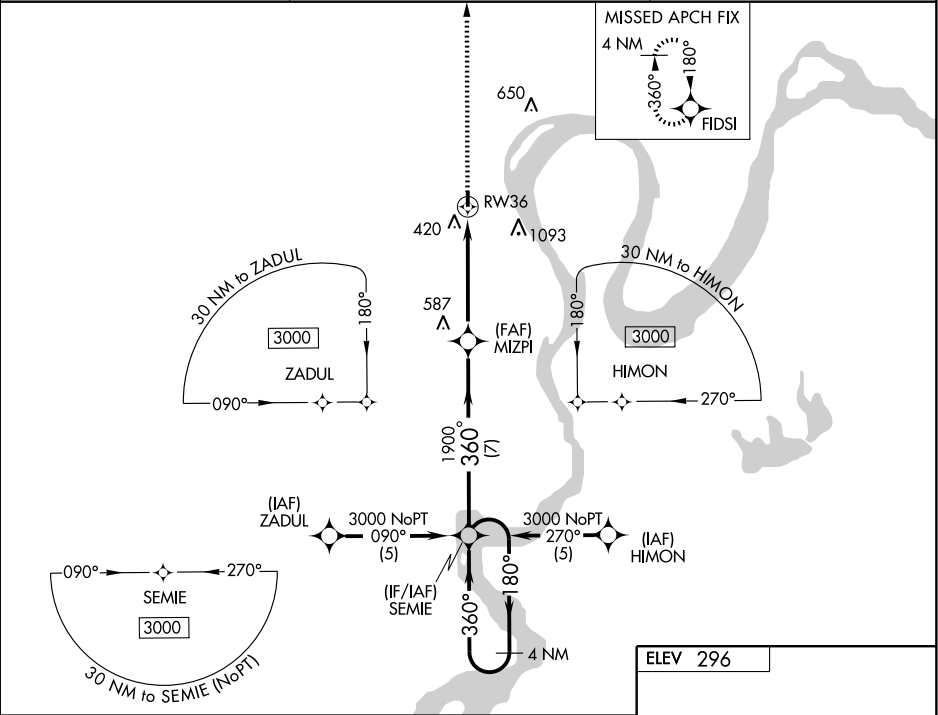
RNAV (GPS) RWY 36

NEW MADRID/COUNTY MEMORIAL (EIW)

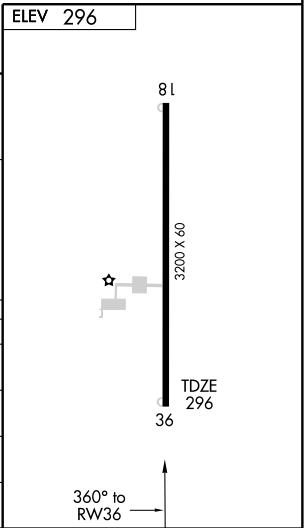
**⚠** Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA 20 feet. Straight-in/Circling to Rwy 36 NA at night.

**MISSED APPROACH:** Climb to 3000 direct FIDSI and hold.

DYERSBURG AWOS-3 <b>135.625</b>	MEMPHIS CENTER <b>133.65 292.15</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	668-1¼	372 (400-1¼)		NA
LNAV/VNAV DA	900-2¼	604 (700-2¼)		NA
LNAV MDA	820-1	524 (600-1)		NA
CIRCLING	860-1	564 (600-1)		NA





VORTAC MAW	APP CRS	Rwy Idg	N/A
111.2	091°	TDZE	N/A
Chan 49		Apt Elev	296

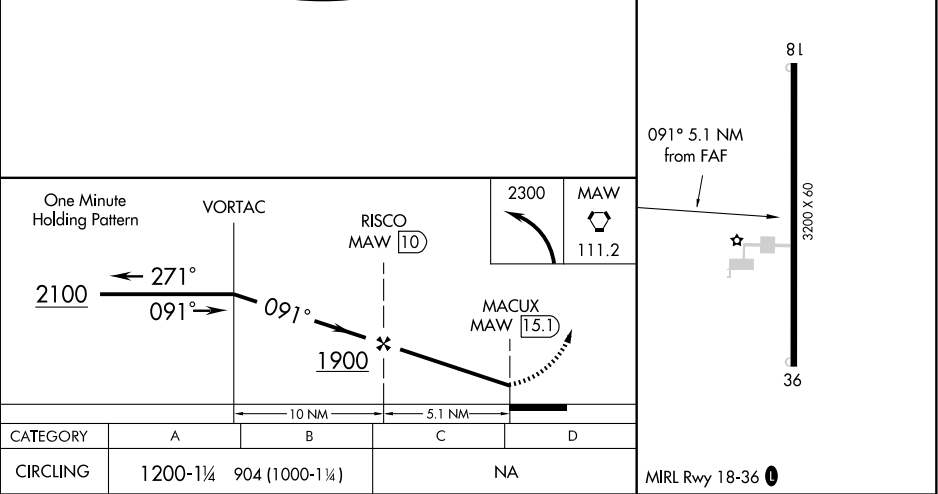
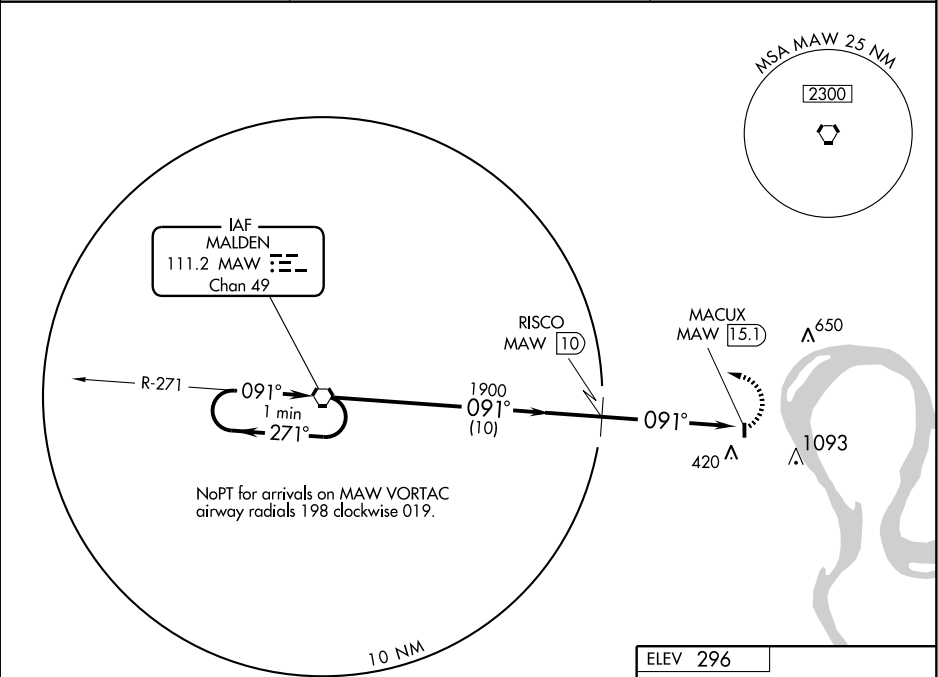
▼

NA

Circling to Rwy 36 NA at night. Use Dyersburg altimeter setting; when not received use Cairo altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2300 direct MAW VORTAC and hold.

DYERSBURG AWOS-3 135.625	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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APP CRS  
**140°**

Rwy Idg **3205**  
TDZE **875**  
Apt Elev **875**

RNAV (GPS) RWY 14

OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

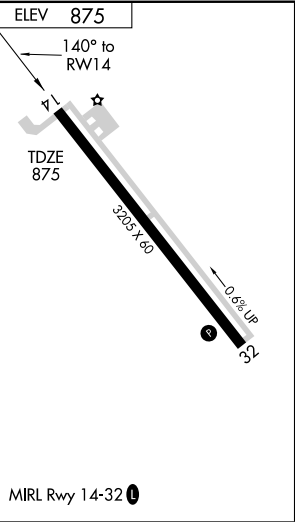
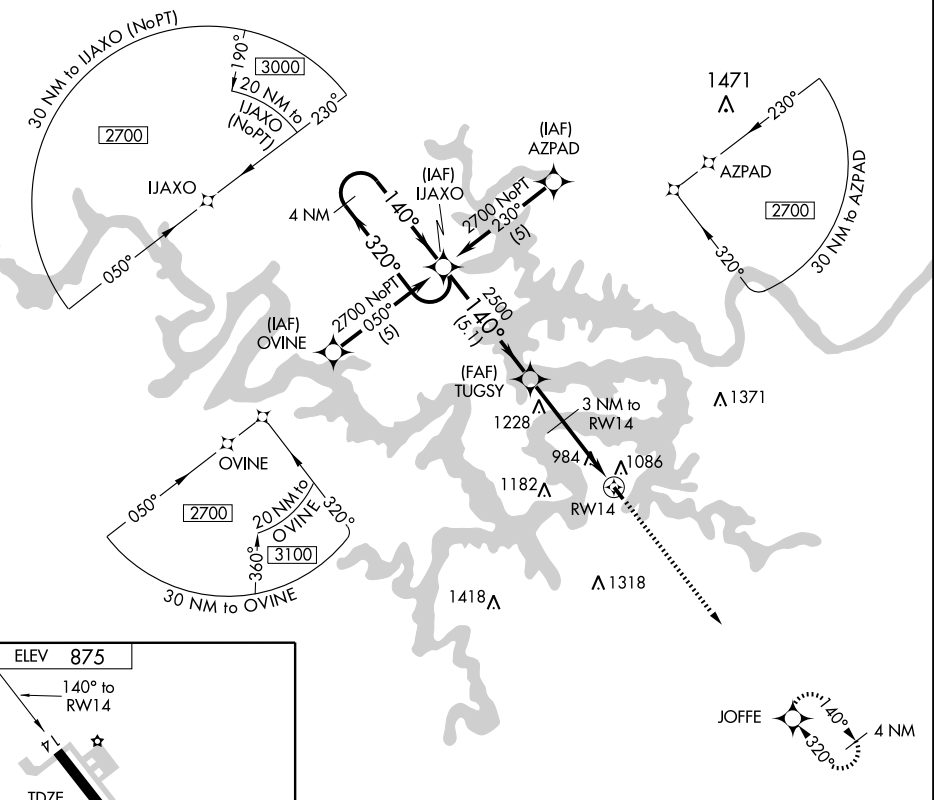
Use Lee C. Fine Memorial altimeter setting.  
GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2700 via 140° course to JOFFE WP and hold.

KAISER (LAKE OZARK) AWOS-3  
**135.325**

MIZZU APP CON  
**124.1 353.7**

UNICOM  
**122.8** (CTAF) **1**



4 NM Holding Pattern IJAXO				
<div>2700 ← 320° 140° →</div> <div>140° → 2500</div> <div>3.04 TCH 40</div> <div>1880</div> <div>3 NM to RW14</div> <div>RW14</div>				
5.1 NM 1.9 NM 3 NM				
CATEGORY	A	B	C	D
LNAV MDA	1400-1	525 (600-1)	NA	
CIRCLING	1460-1	585 (600-1)	NA	

APP CRS  
**320°**

Rwy Idg **3205**  
TDZE **875**  
Apt Elev **875**

RNAV (GPS) RWY 32

OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

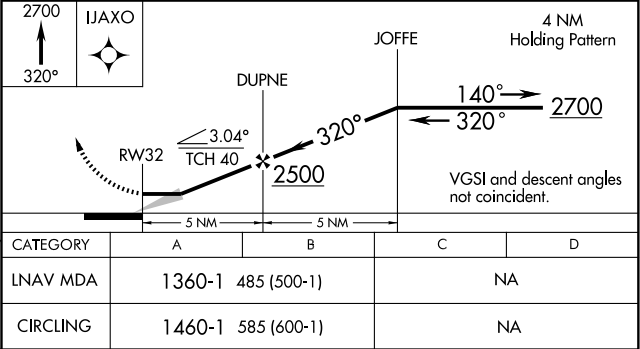
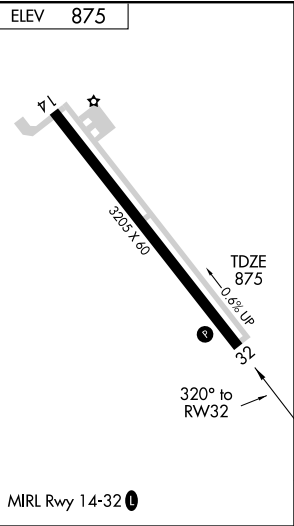
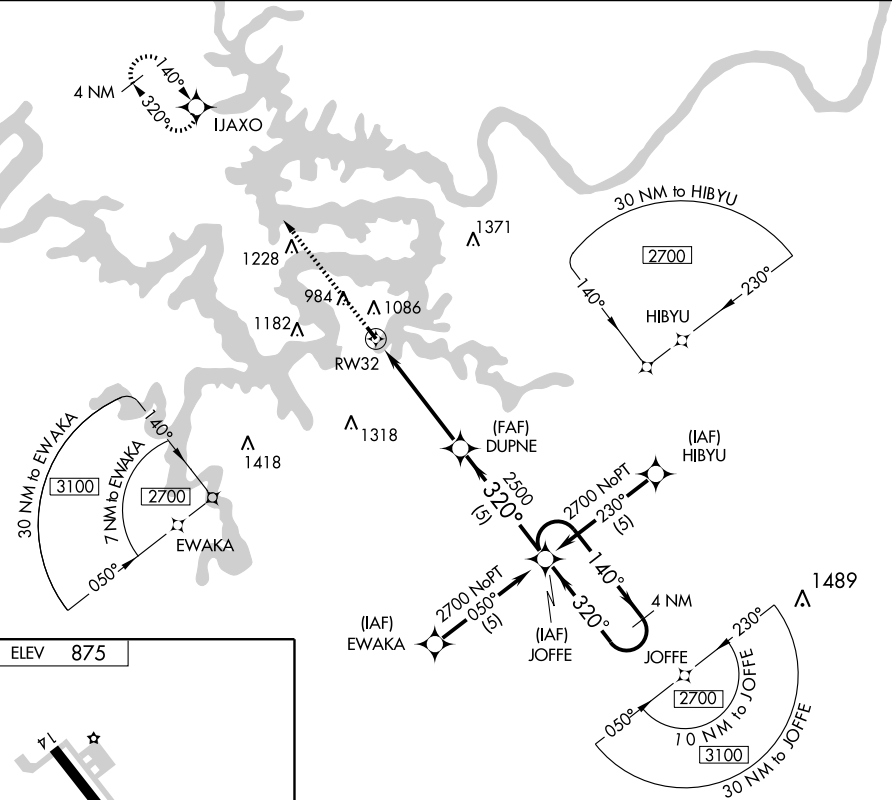
Use Lee C. Fine Memorial altimeter setting.  
GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2700 via 320° course to IJAXO WP and hold.

KAISER (LAKE OZARK) AWOS-3  
**135.325**

MIZZU APP CON  
**124.1 353.7**

UNICOM  
**122.8 (CTAF) 0**



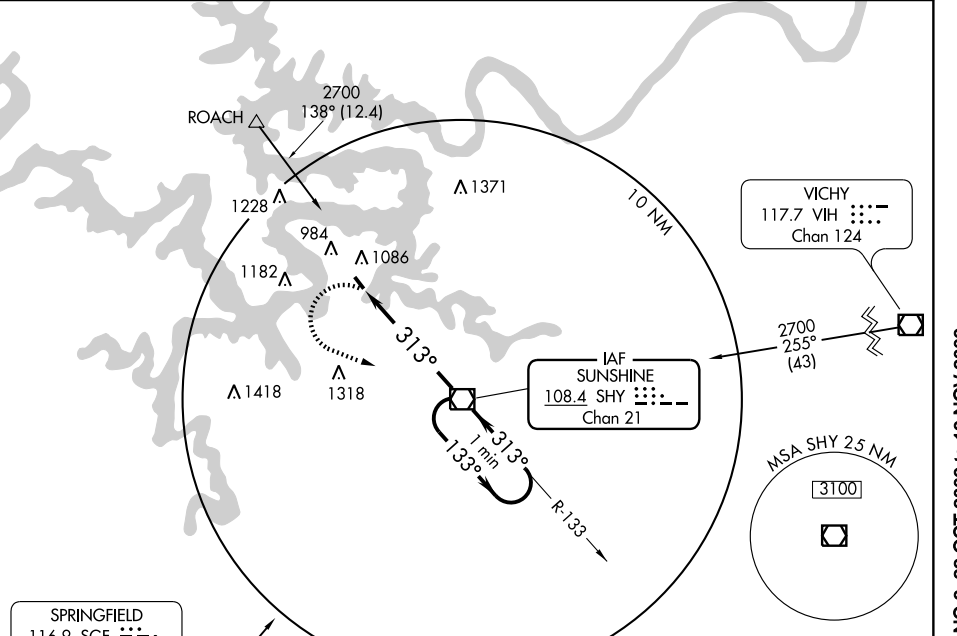
VOR/DME SHY	APP CRS	Rwy Idg	3205
108.4	313°	TDZE	875
Chan 21		Apt Elev	875

NA

Use Lee C. Fine Memorial altimeter setting.

MISSED APPROACH: Climbing left turn to 2700 direct SHY VOR/DME and hold.

KAISER (LAKE OZARK) AWOS-3 135.325	MIZZU APP CON 124.1 353.7	UNICOM 122.8 (CTAF) 0
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2700

SHY

108.4

One Minute Holding Pattern

SHY

5.3

313°

3.19° TCH 40

5.3 NM

VOR/DME

133°

313°

2700

VGS and descent angles not coincident.

CATEGORY	A	B	C	D
S-32	1320-1	445 (500-1)	NA	
CIRCLING	1460-1	585 (600-1)	NA	

ELEV 875

3100

MSA SHY 25 NM

313°

5.3 NM from FAF

3205 X 60

0.5% UP

TDZE 875

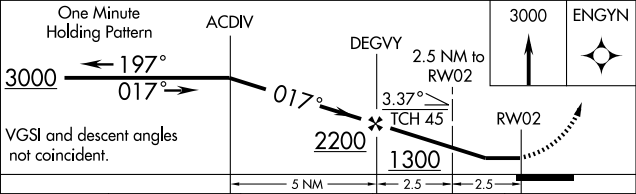
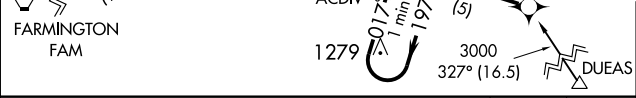
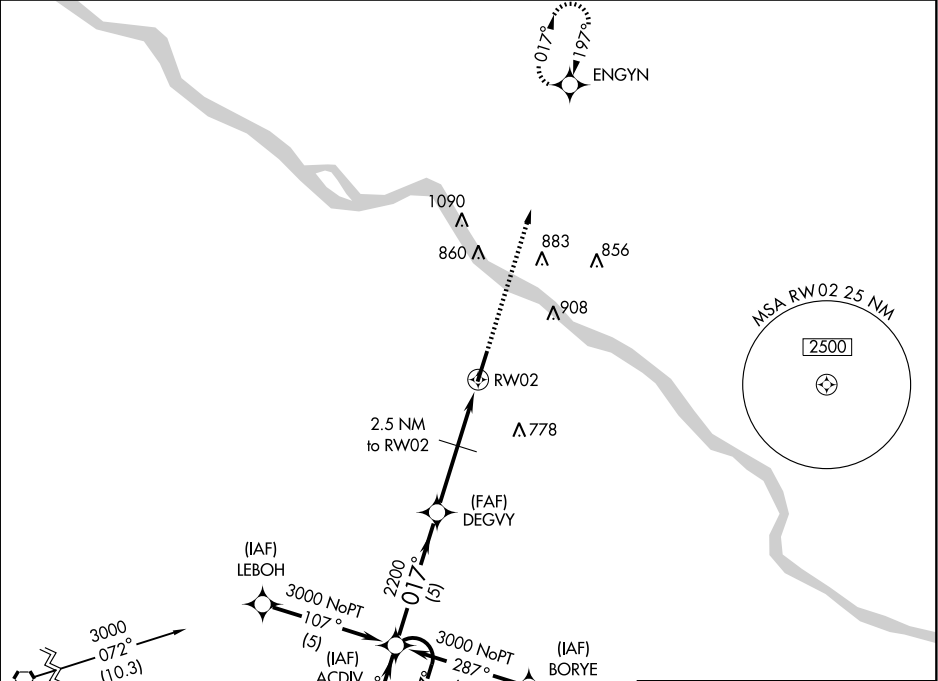
313° 5.3 NM from FAF

MIRL Rwy 14-32 0

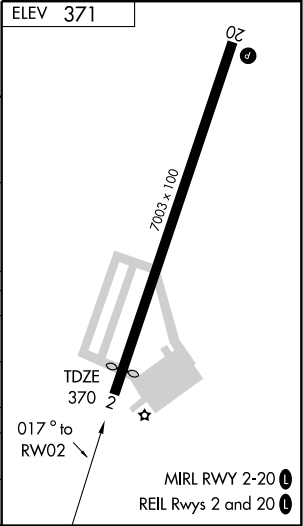
FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

APP CRS	Rwy Idg	6483
017°	TDZE	370
	Apt Elev	371

NA Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting.	MISSED APPROACH: Climb to 3000 direct ENGYN WP and hold.
KANSAS CITY CENTER 127.47 291.7	UNICOM 122.8 (CTAF) 1



CATEGORY	A	B	C	D
S-2	980-1 610 (700-1)	980-1 610 (700-1)	980-1 610 (700-1)	980-2 610 (700-2)
CIRCLING	980-1 609 (700-1)	980-1 609 (700-1)	980-1 609 (700-1)	980-2 609 (700-2)
CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS				
S-2	1080-1 710 (800-1)	1080-2 710 (800-2)	1080-2 710 (800-2)	1080-2 710 (800-2)
CIRCLING	1080-1 709 (800-1)	1080-2 709 (800-2)	1080-2 709 (800-2)	1080-2 709 (800-2)



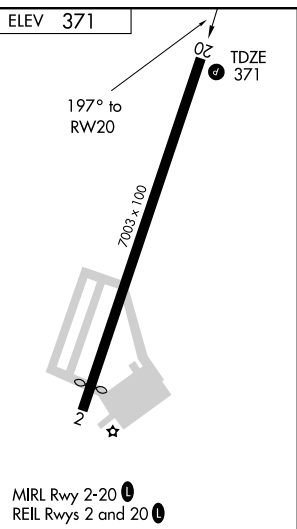
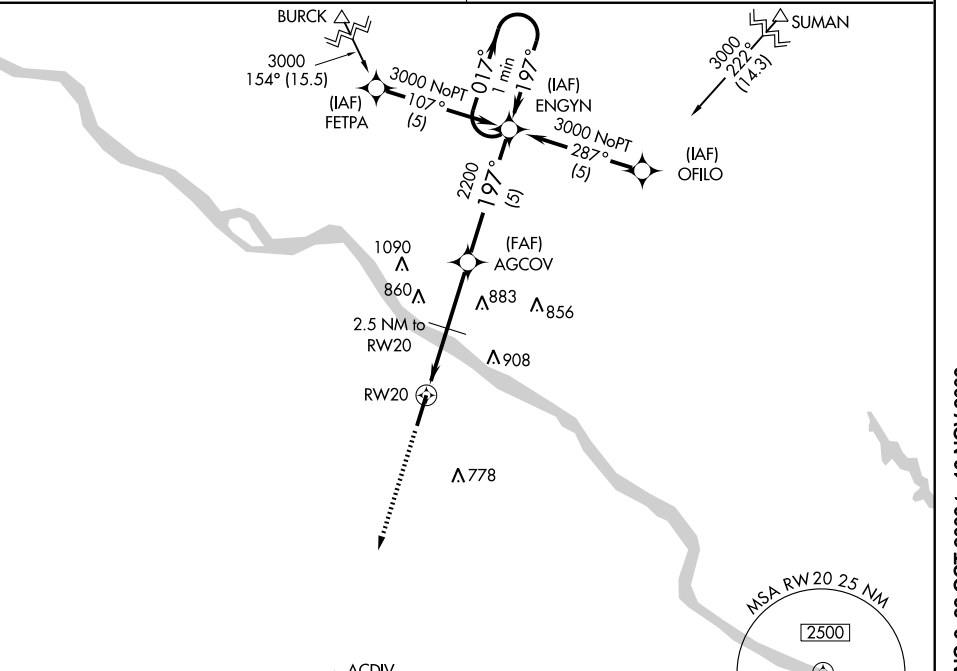
NA

Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting.

MISSED APPROACH: Climb to 3000 direct ACDIV WP and hold.

KANSAS CITY CENTER  
127.47 291.7

UNICOM  
122.8 (CTAF)



ACDIV

3000

ACDIV

2.5 NM to RW20

AGCOV

ENGYN

One Minute Holding Pattern

017°

197°

3000

VGSi and descent angles not coincident.

CATEGORY	A	B	C	D
S-20	980-1 609 (700-1)		980-1¾ 609 (700-1¾)	980-2 609 (700-2)
CIRCLING	980-1 609 (700-1)		1020-1¾ 649 (700-1¾)	1020-2 649 (700-2)

CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS

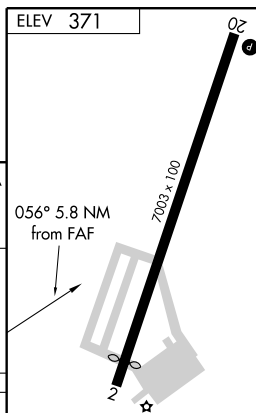
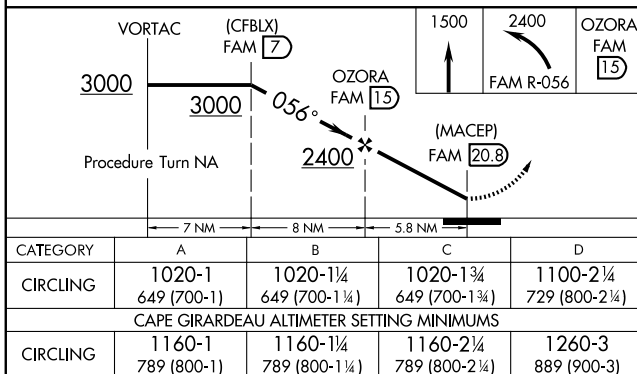
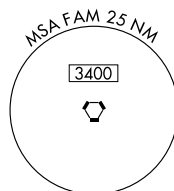
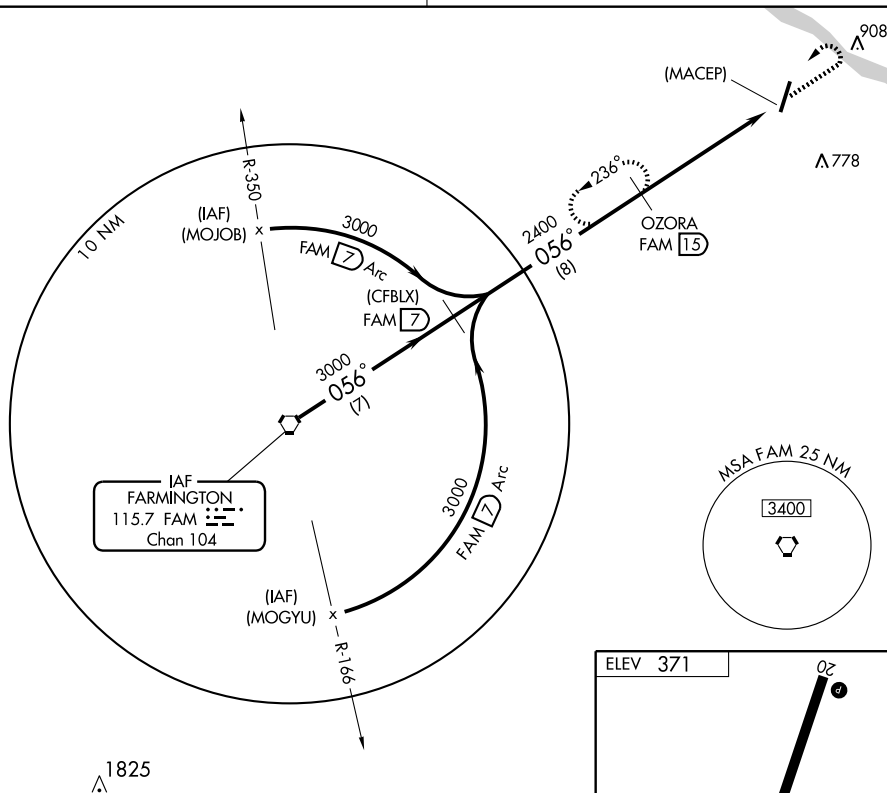
S-20	1080-1 709 (800-1)	1080-2 709 (800-2)	1080-2¼ 709 (800-2¼)
CIRCLING	1080-1 709 (800-1)	1120-2¼ 749 (800-2¼)	1120-2½ 749 (800-2½)

NC-3, 22 OCT 2009 to 19 NOV 2009

**A NA**

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2400 via FAM R-056 to OZORA 15 DME and hold.

UNICOM  
122.8 (CTAF) **L**



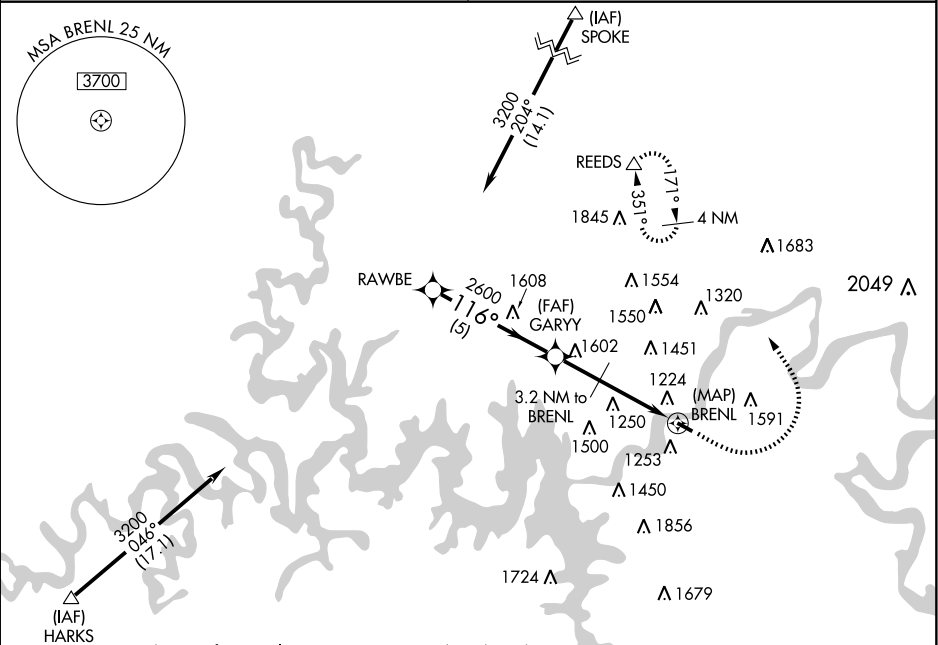
REIL Rwy 2 and 20 **L**  
MIRL Rwy 2-20 **L**



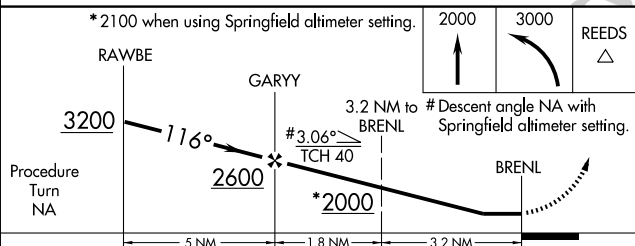


APP CRS	Rwy Idg	<b>3625</b>
<b>116°</b>	TDZE	<b>938</b>
	Apt Elev	<b>938</b>

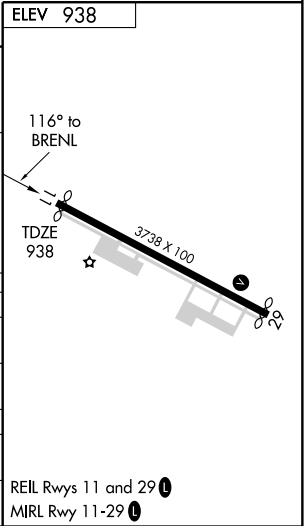
<b>T</b> <b>NA</b>	Obtain local altimeter on CTAF; when not received use Springfield altimeter setting.	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct REEDS WP and hold.
SPRINGFIELD APP CON <b>126.35</b>		UNICOM <b>122.7 (CTAF)</b> <b>0</b>



Procedure NA for arrival at HARKS via V72 southwestbound, and for arrival at SPOKE via V71 northbound.



CATEGORY	A	B	C	D
S-11	1520-1	582 (600-1)	1520-1½ 582 (600-1½)	NA
CIRCLING	1600-1	662 (700-1)	1600-1¾ 662 (700-1¾)	NA
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-11	1660-1	722 (800-1)	1660-2 722 (800-2)	NA
CIRCLING	1740-1 802 (900-1)	1740-1¼ 802 (900-1¼)	1740-2 ¼ 802 (900-2¼)	NA



VORTAC DGD <b>109.4</b> Chan <b>31</b>	APP CRS <b>293°</b>	Rwy Idg <b>3652</b> TDZE <b>938</b> Apt Elev <b>938</b>
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VOR/DME RNAV or GPS RWY 29

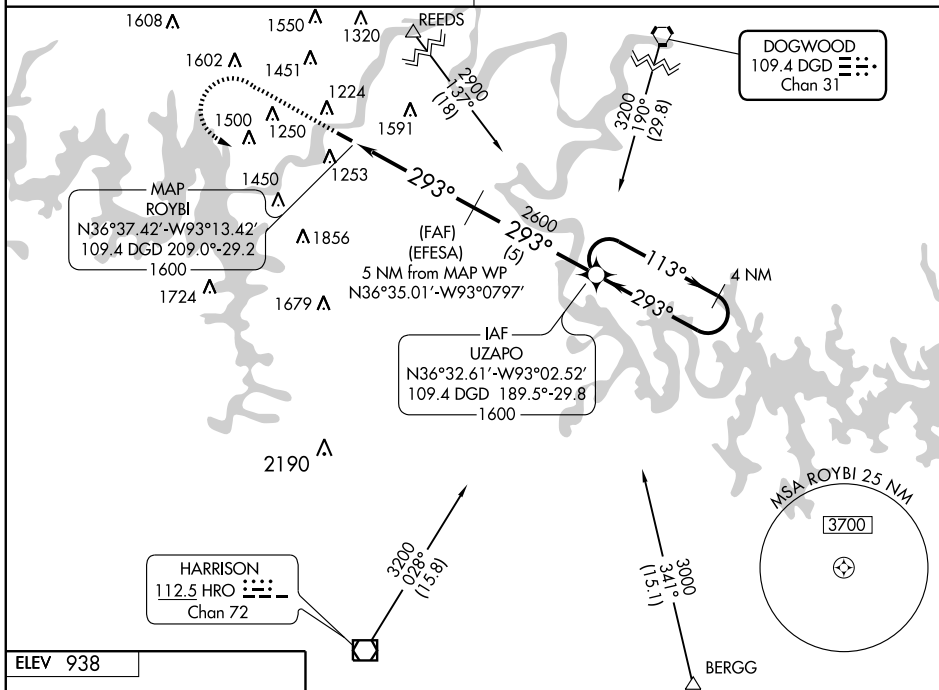
POINT LOOKOUT/M. GRAHAM CLARK-TANEY COUNTY (PLK)

**T** Obtain local altimeter on CTAF; when not received use  
**A** NA Springfield altimeter setting.

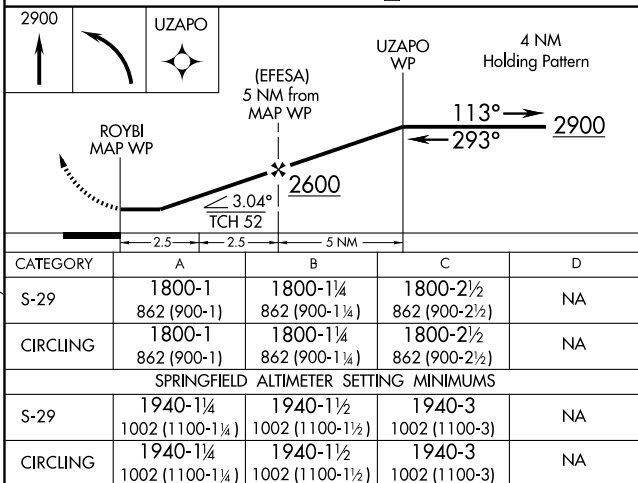
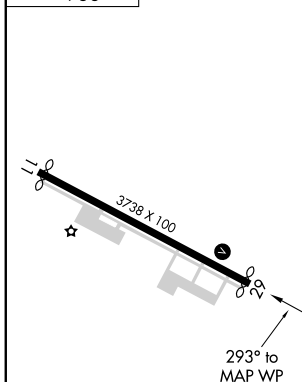
**MISSED APPROACH:** Climb to 2900 then left turn direct UZAPO WP and hold.

SPRINGFIELD APP CON  
**126.35**

UNICOM  
122.7 (CTAF) **L**



ELEV	938
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REIL Rwy 11 and 29 **L**MIRL Rwy 11-29 **L**

WAAS

CH 97499

W18A

APP CRS

181°

Rwy Idg

5008

TDZE

331

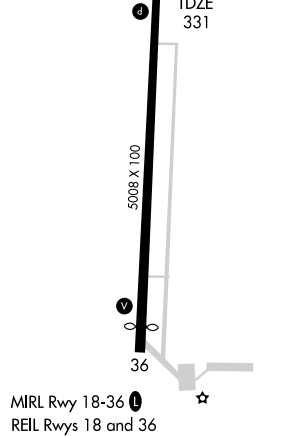
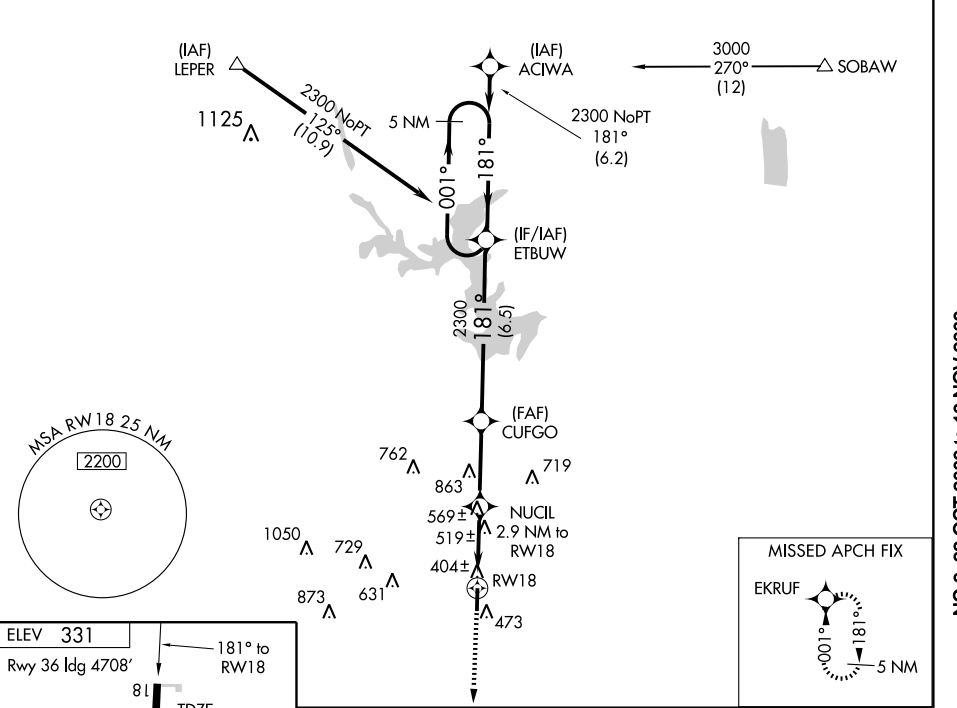
Apt Elev

331

Baro-VNAV NA when using Cape Girardeau altimeter setting.  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs 106 feet/MDAs 120 feet.

MISSED APPROACH: Climb to 2300 direct EKRUF and hold.

ASOS 124.225	MEMPHIS CENTER 120.075 289.4	UNICOM 123.0 (CTAF) 0
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2300 EKRUF VGS1 and RNAV glidepath not coincident. 5 NM Holding Pattern				
*RNAV only				
RW18 2.9 NM to RW18 1300* 181° 2300 001° 2300 181° GS 3.00° TCH 40				
CATEGORY	A	B	C	D
LPV DA	634-1 303 (400-1)			
LNAV/VNAV DA	675-1¼ 344 (400-1¼)			
LNAV MDA	800-1 469 (500-1)		800-1¼ 469 (500-1¼)	800-1½ 469 (500-1½)
CIRCLING	840-1 509 (600-1)		840-1½ 509 (600-1½)	900-2 569 (600-2)

NC-3. 22 OCT 2009 to 19 NOV 2009

WAAS CH <b>56399</b> <b>W36A</b>	APP CRS <b>001°</b>	Rwy Idg TDZE Apt Elev	<b>4708</b> <b>331</b> <b>331</b>
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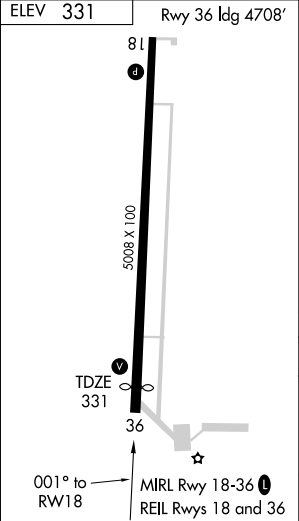
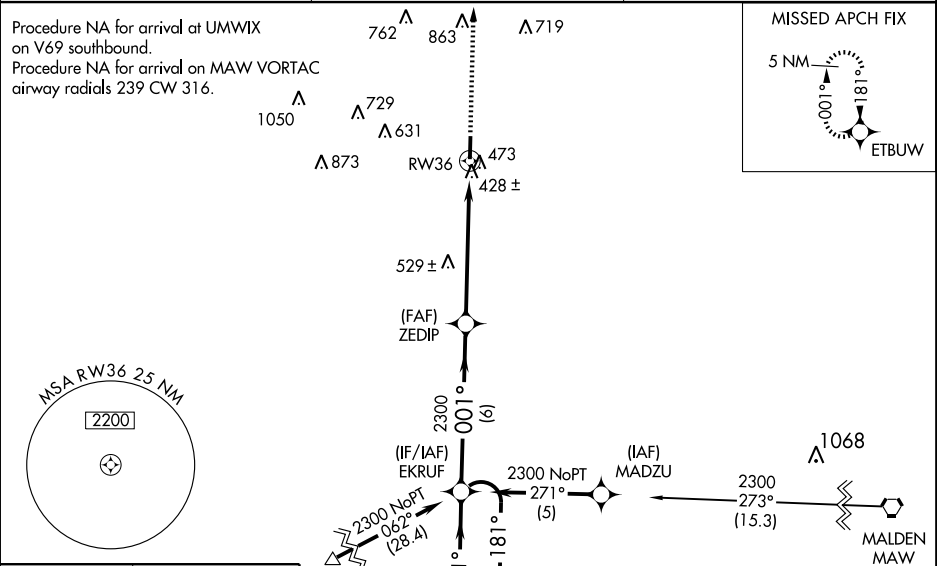
RNAV (GPS) RWY 36  
POPLAR BLUFF MUNI (POF)

**T** Baro-VNAV NA when using Cape Girardeau altimeter setting.  
**A** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs 106 feet/MDAs 120 feet.  
VDP NA when using Cape Girardeau altimeter setting.

MISSED APPROACH: Climb to 2300 direct ETBUW and hold.

ASOS <b>124.225</b>	MEMPHIS CENTER <b>120.075 289.4</b>	UNICOM <b>123.0 (CTAF) 0</b>
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Procedure NA for arrival at UMWIX on V69 southbound.  
Procedure NA for arrival on MAW VORTAC  
airway radials 239 CW 316.



5 NM Holding Pattern		EKRUF	ZEDIP	2300	ETBUW
2300 ← 181°		001° →	001°	*1.3 NM to RW36	*LNAV only
GS 3.00°		2300			
TCH 40					
CATEGORY	A	B	C	D	
LPV DA	669-1¼ 338 (400-1¼)				
LNAV/VNAV DA	773-1½ 442 (500-1½)				
LNAV MDA	780-1	449 (500-1)	780-1¼	780-1½	449 (500-1½)
			449 (500-1¼)		
CIRCLING	840-1	509 (600-1)	840-1½	900-2	569 (600-2)
			509 (600-1½)		

SDF FDI <b>108.7</b>	APP CRS <b>358°</b>	Rwy Idg <b>4708</b> TDZE <b>330</b> Apt Elev <b>331</b>
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# SDF RWY 36

POPLAR BLUFF MUNI (POF)

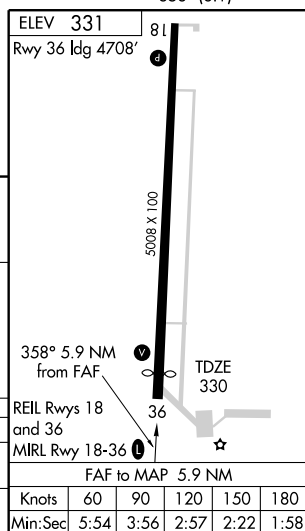
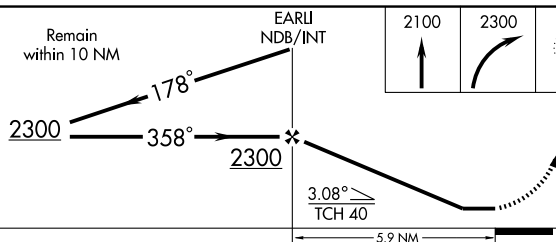
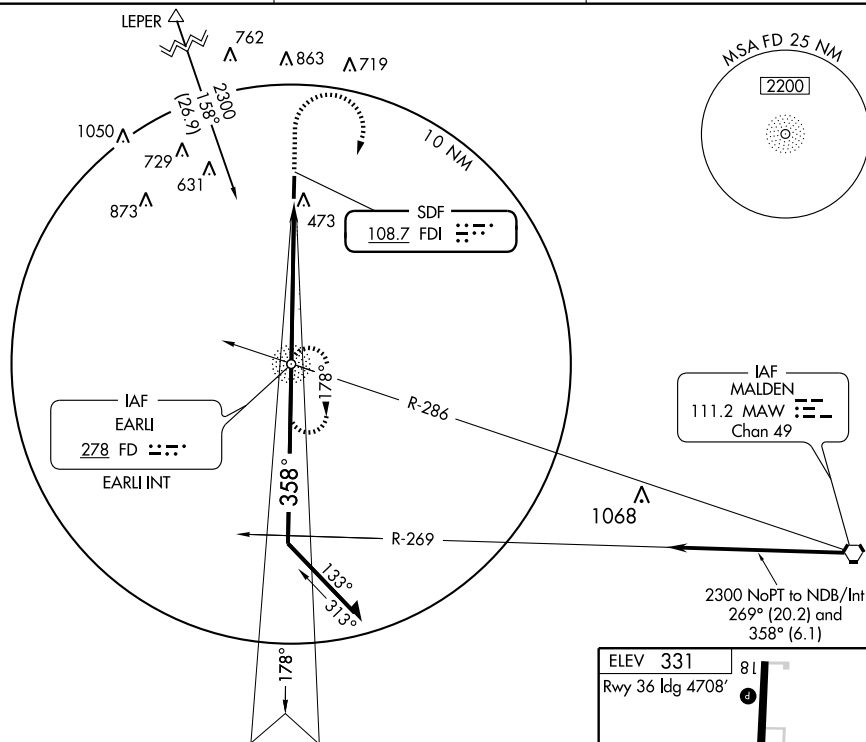


MISSED APPROACH: Climb to 2100 then climbing right turn to 2300 direct EARLI NDB/Int and hold.

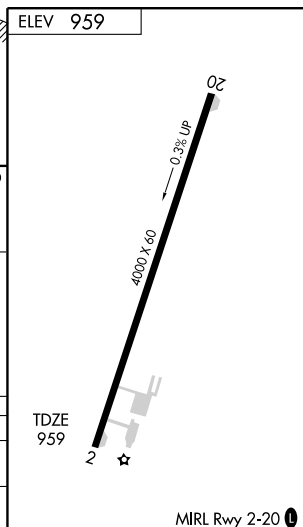
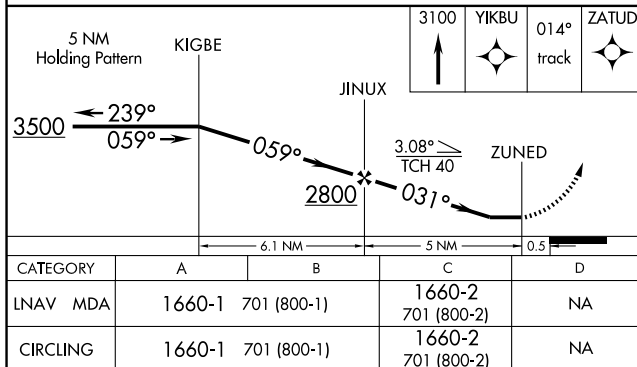
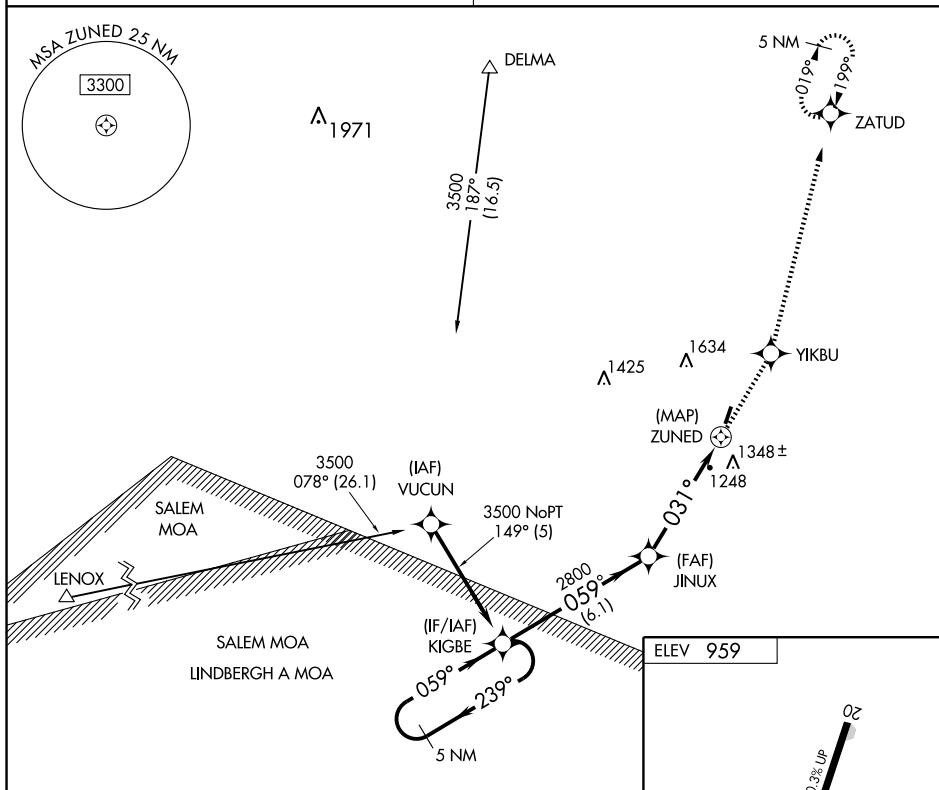
ASOS  
**124.225**

MEMPHIS CENTER  
**120.075 289.4**

UNICOM  
**123.0 (CTAF) 0**



**MISSED APPROACH:** Climb to 3100 direct YIKBU and via 014° track to ZATUD and hold.

UNICOM  
123.0 (CTAF) **L**

APP CRS	Rwy Idg	4000
199°	TDZE	956
	Apt Elev	959

# RNAV (GPS) RWY 20

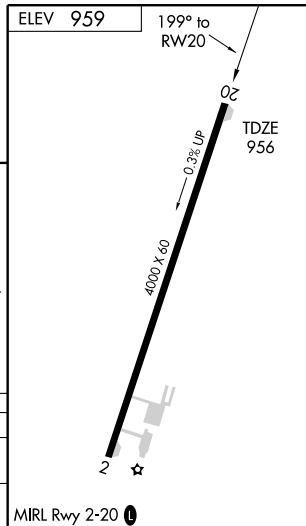
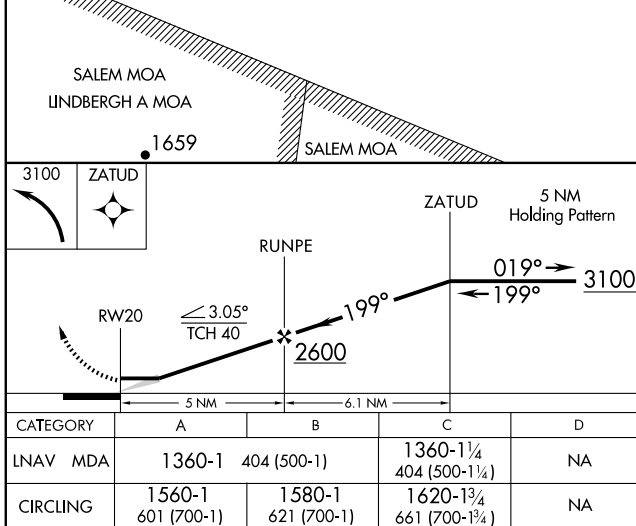
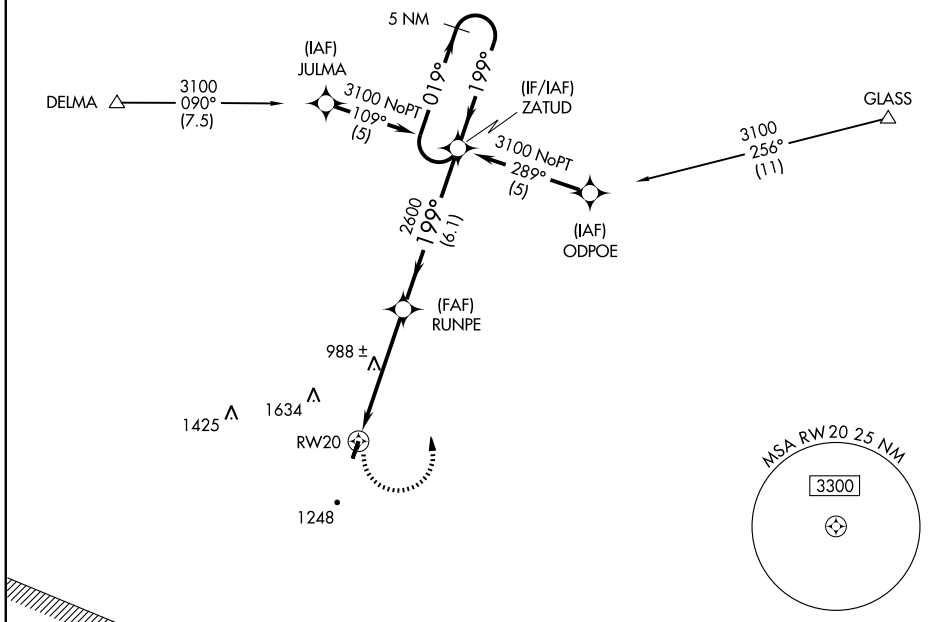
POTOSI/ WASHINGTON COUNTY (8WC)

**NA** DME/DME RNP-0.3 NA. Circling NA west of Rwy 2-20.  
Use Farmington altimeter setting, if not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 140 feet.

**MISSED APPROACH:** Climbing left turn to 3100 direct ZATUD and hold.

KANSAS CITY CENTER <b>128.35 284.67</b>	UNICOM <b>123.0 (CTAF)</b>
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Procedure NA for arrivals at DELMA via V238 southwest bound.



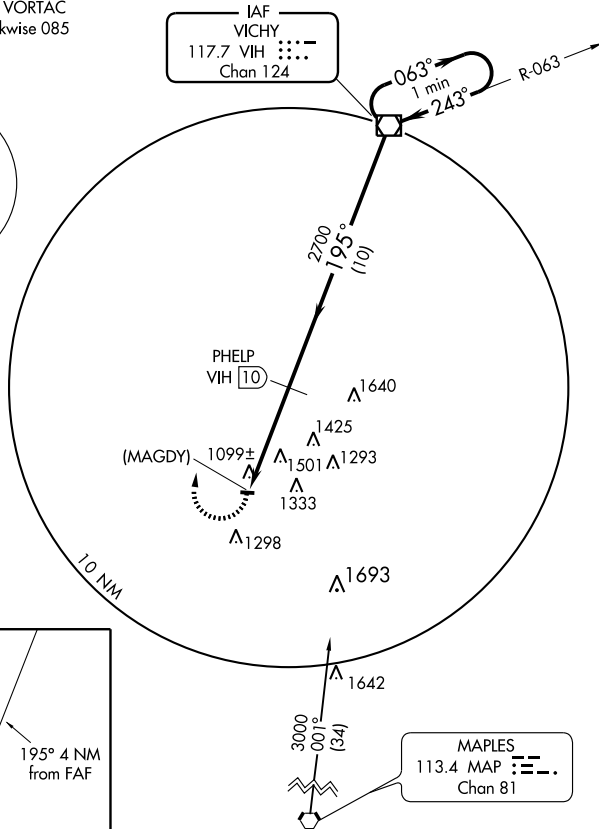
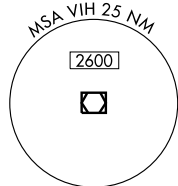
**MISSED APPROACH:** Climbing right turn to 2700 direct to VIH VOR/DME and hold.

Use Rolla National Airport altimeter setting; when not available use Columbia altimeter setting and increase all MDAs 420 feet. Procedure not authorized at night.

**MISSED APPROACH:** Climbing right turn to 2700 direct to VIH VOR/DME and hold.

UNICOM  
122.8 (CTAF) **L**

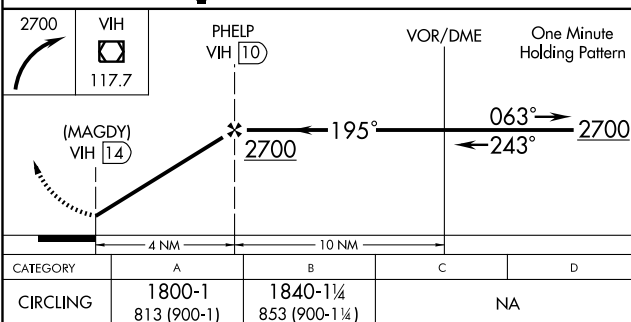
NoPT for arrivals on VIH VORTAC  
airway radials 315 clockwise 085



NC-3, 22 OCT 2009 to 19 NOV 2009

Rwy 27 ldg 2583'  
(nights only)

195° 4 NM  
from FAF

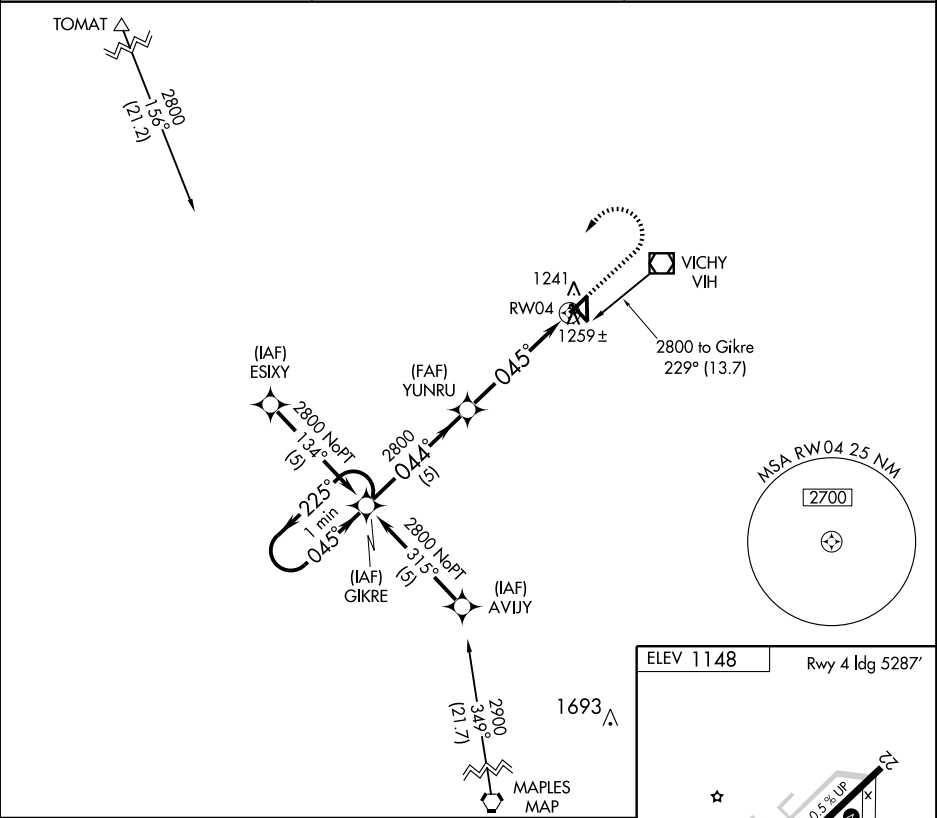




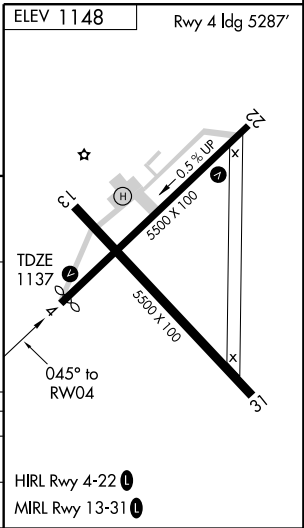
APP CRS	Rwy Idg	5289
045°	TDZE	1137
	Apt Elev	1148

NA	MISSED APPROACH: Climb to 2000 then climbing left turn to 2800 direct GIKRE WP and hold.
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ASOS 119.025	KANSAS CITY CENTER 128.35 284.67	UNICOM 123.0 (CTAF) 0
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One Minute Holding Pattern				
CATEGORY	A	B	C	D
S-4	1520-1 383 (400-1)			1520-1¼ 383 (400-1¼)
CIRCLING	1560-1 412 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)



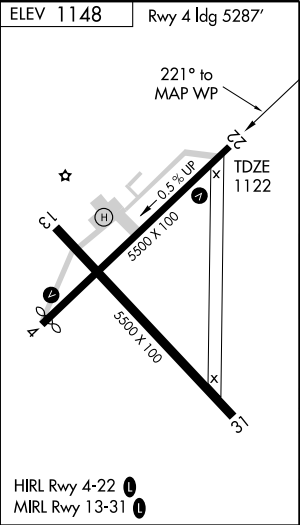
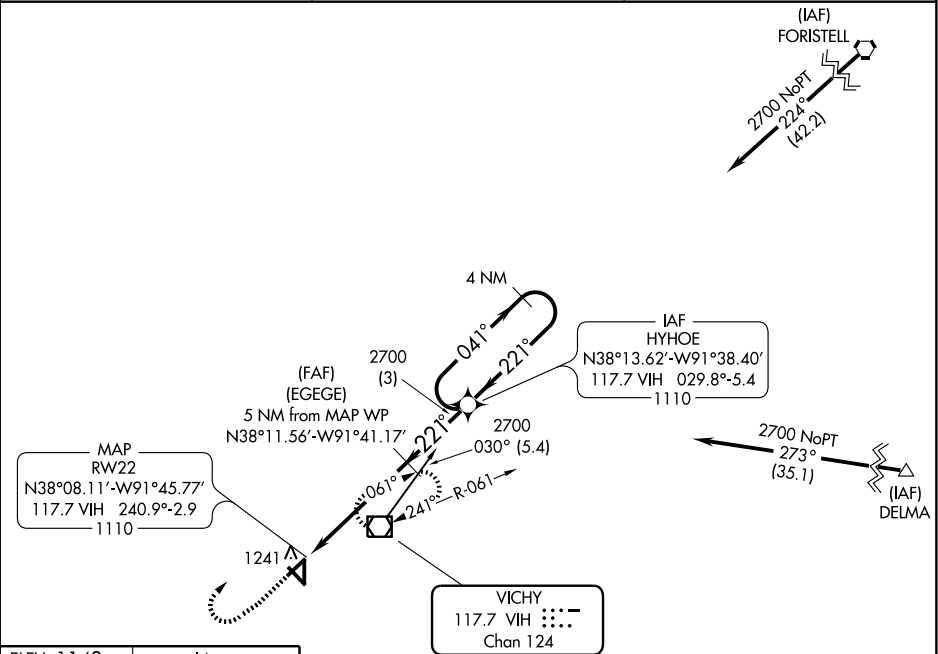
VOR/DME VIH	APP CRS	Rwy Idg	5500
117.7	221°	TDZE	1122
Chan 124		Apt Elev	1148

VOR/DME RNAV or GPS RWY 22

ROLLA NATIONAL (VIH)

MISSED APPROACH: Climb to 2700 then right turn direct VIH VOR/DME and hold.

ASOS 119.025	KANSAS CITY CENTER 128.35 284.67	UNICOM 123.0 (CTAF) 0
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1640				
2700	VIH 117.7	(EGEGE) 5 NM from MAP WP	HYHOE	4 NM Holding Pattern
RW22 MAP WP	221°	2700	041°	2700
	2.88° TCH 59		221°	
1.1	3.9 NM	3 NM		
CATEGORY	A	B	C	D
S-22	1500-¾	378 (400-¾)		1500-1¼ 378 (400-1¼)
CIRCLING	1560-1 412 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

AL-510 (FAA)

VOR/DME VIH <b>117.7</b> Chan <b>124</b>	APP CRS <b>056°</b>	Rwy Idg <b>5500</b> TDZE <b>1137</b> Apt Elev <b>1148</b>
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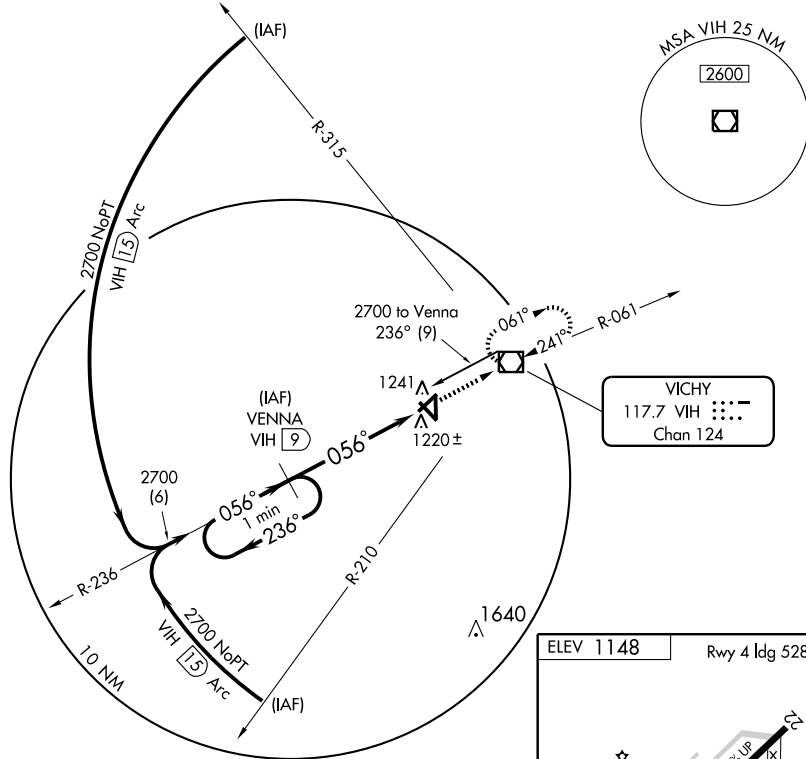
VOR/DME RWY 4  
ROLLA NATIONAL (VIH)

**MISSED APPROACH:** Climb to 2700 direct VIH VOR/DME and hold.

ASOS  
**119.025**

KANSAS CITY CENTER  
128.35 284.67

UNICOM  
123.0 (CTAF) **L**

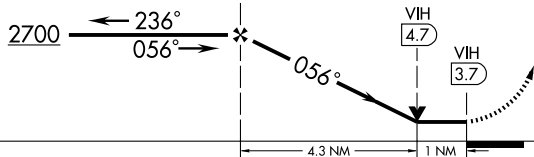


## One Minute Holding Pattern

VENNA  
VIH 9

2700

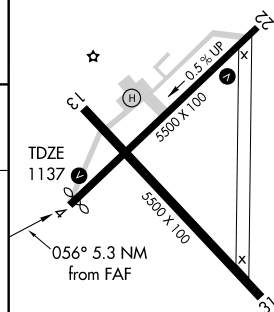
VIH



CATEGORY	A	B	C	D
S-4	1480-1 343 (400-1)			
CIRCLING	1560-1 412 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

ELEV 1148

Rwy 4 ldg 5287'

HIRL Rwy 4-22 **L**

MIRL Rwy 13-31 L

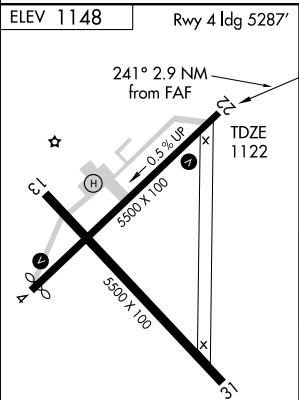
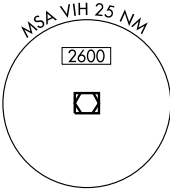
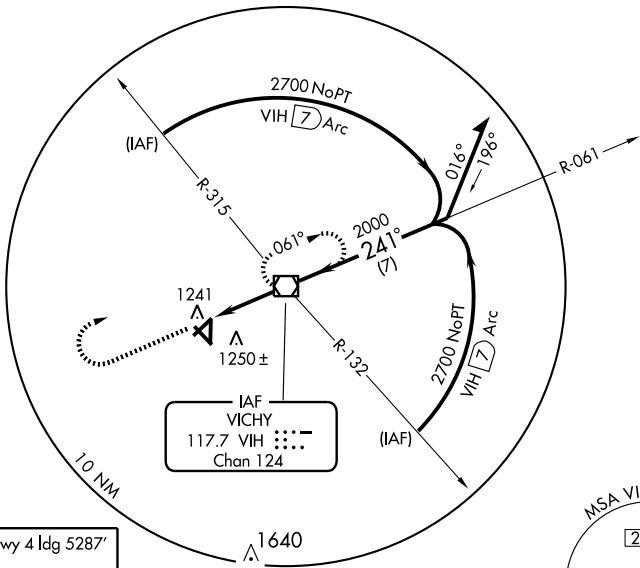
NC-3, 22 OCT 2009 to 19 NOV 2009

VOR/DME VIH	APP CRS	Rwy Idg	5500
117.7	241°	TDZE	1122
Chan 124		Apt Elev	1148

VOR RWY 22  
ROLLA NATIONAL (VIH)

MISSED APPROACH: Climb to 2700 then right turn direct VOR/DME and hold.

ASOS 119.025	KANSAS CITY CENTER 128.35 284.67	UNICOM 123.0 (CTAF) 0
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2700	VIH 117.7	VOR/DME	061°	2700	Remain within 10 NM
	VIH 1.7		241°	2000	VGSI and descent angles not coincident.
	VIH 2.9		2.76° TCH 45		
	1.2 NM	1.7 NM			
CATEGORY	A	B	C	D	
S-22	1500-¾	378 (400-¾)		1500-1¼	378 (400-1¼)
CIRCLING	1560-1 412 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)	

APP CRS  
166°

Rwy ldg  
TDZE  
Apt Elev

2998  
1241  
1241

RNAV (GPS) RWY 17

SALEM MEMORIAL (K33)

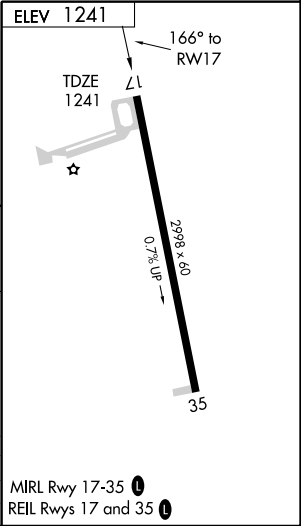
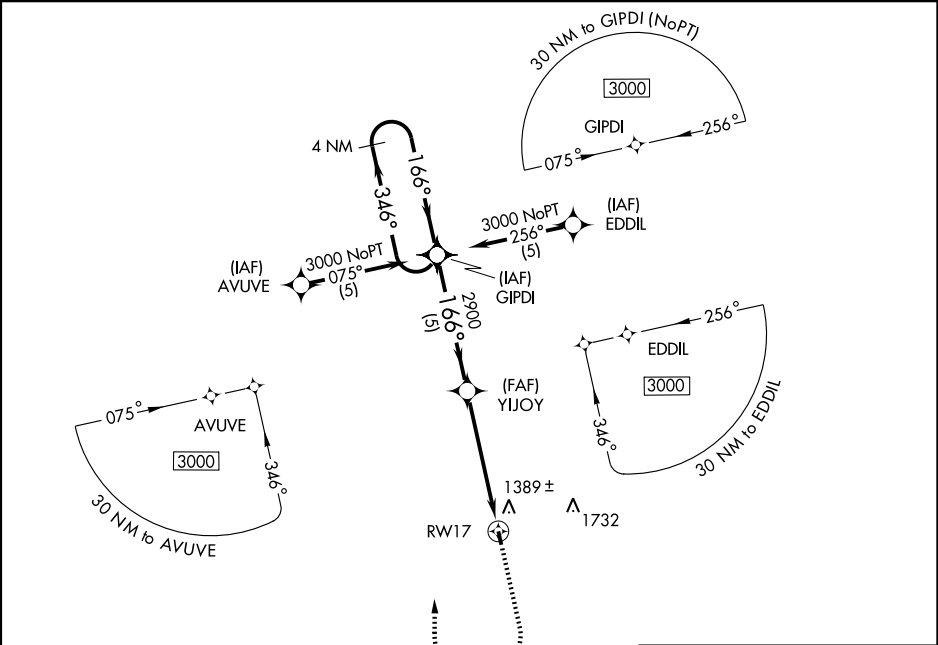
▲ NA

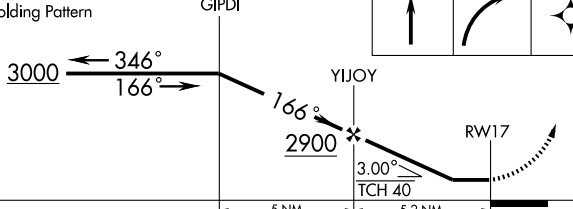
Use Rolla National altimeter setting.  
GPS or RNP -0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GIPDI WP and hold.

KANSAS CITY CENTER  
128.35 284.67

CTAF  
122.9



4 NM Holding Pattern				2000 ↑		3000 ↷		GIPDI ✦	
				YIJOY ✦		RW17 ↷			
				2900		3.00° TCH 40			
				5 NM		5.2 NM			
CATEGORY	A	B	C	D					
LNAV MDA	1740-1	499 (500-1)	NA						
CIRCLING	1840-1	599 (600-1)	NA						

MIRL Rwy 17-35  
REIL Rws 17 and 35

APP CRS  
**346°**

Rwy Idg **2998**  
TDZE **1241**  
Apt Elev **1241**

# RNAV (GPS) RWY 35

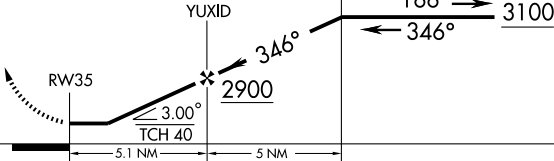
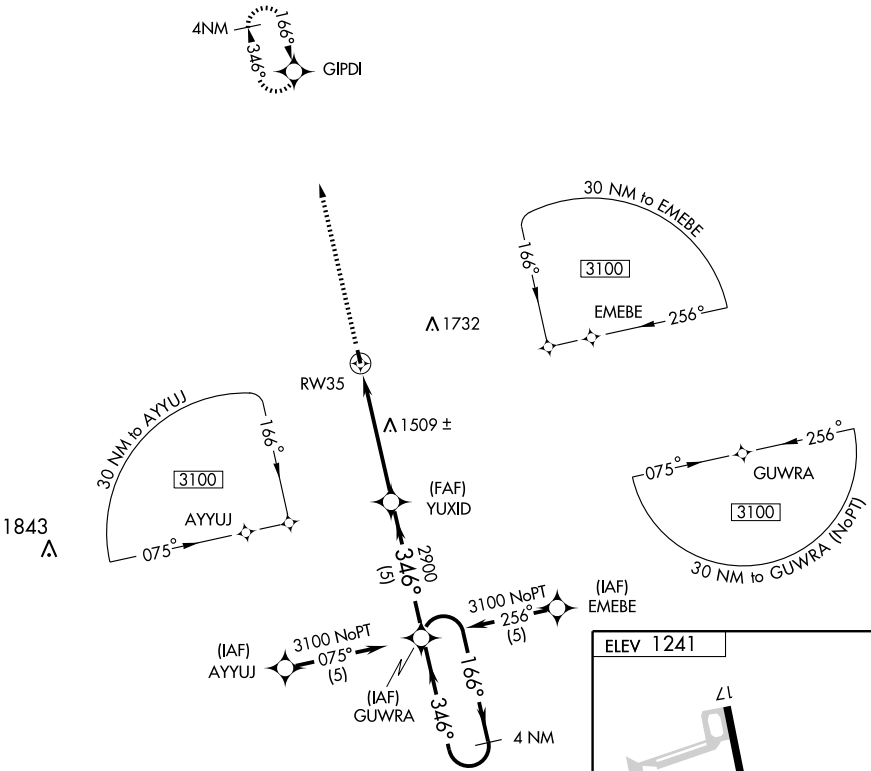
SALEM MEMORIAL (K33)

**NA** Use Rolla National altimeter setting.  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

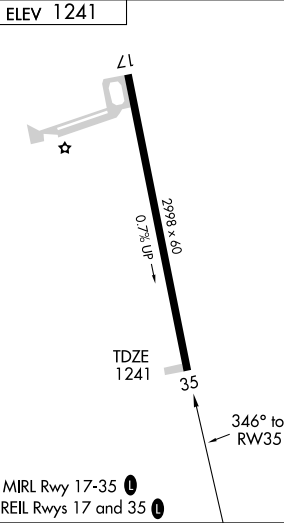
MISSED APPROACH: Climb to 3000 direct GIPDI and hold.

KANSAS CITY CENTER  
**128.35 284.67**

CTAF  
**122.9**



CATEGORY	A	B	C	D
LNAB MDA	1860-1	619 (700-1)	NA	NA
CIRCLING	1860-1	619 (700-1)	NA	NA



MIRL Rwy 17-35  
REIL Rws 17 and 35

VORTAC MAP <b>113.4</b> Chan <b>81</b>	APP CRS <b>074°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1241</b>
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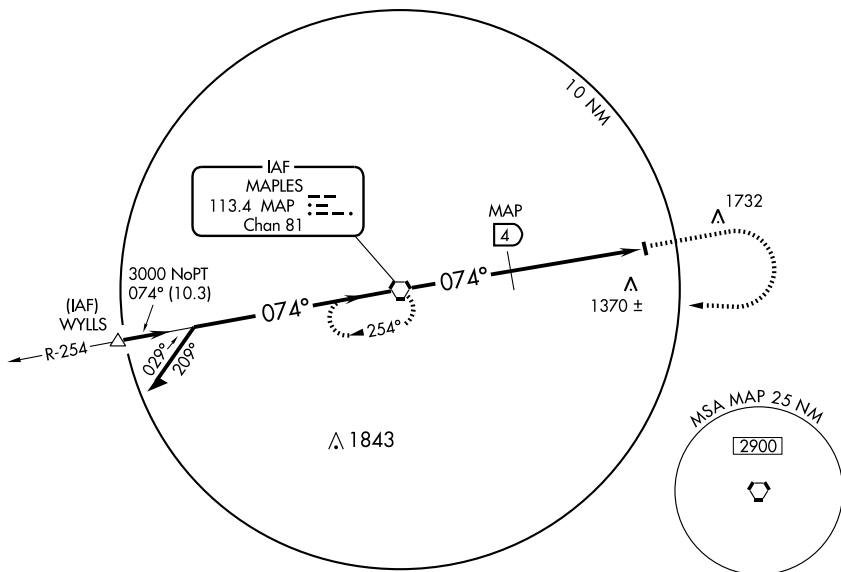
VOR-A  
SALEM MEMORIAL (K33)

**A** NA Use Rolla National altimeter setting.

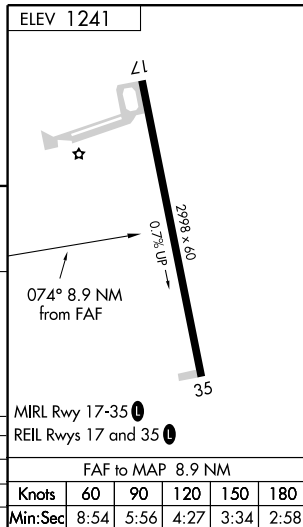
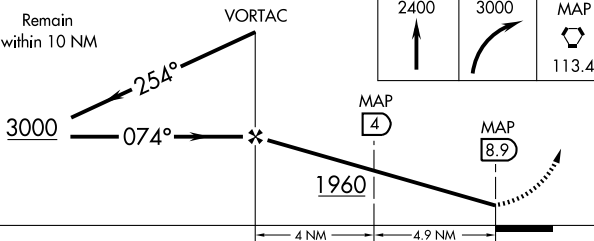
**MISSED APPROACH:** Climb to 2400 then climbing right turn to 3000 direct MAP VORTAC and hold.

KANSAS CITY CENTER  
128.35 284.67

CTAF  
122.9 **L**



Remain  
within 10 NM



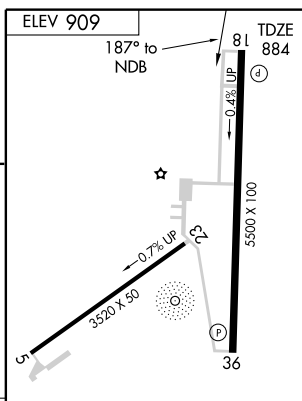
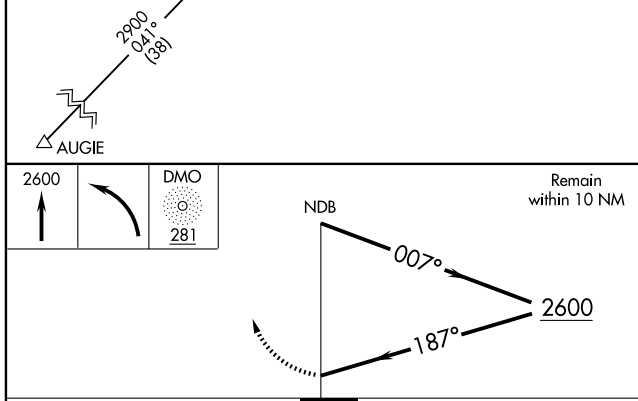
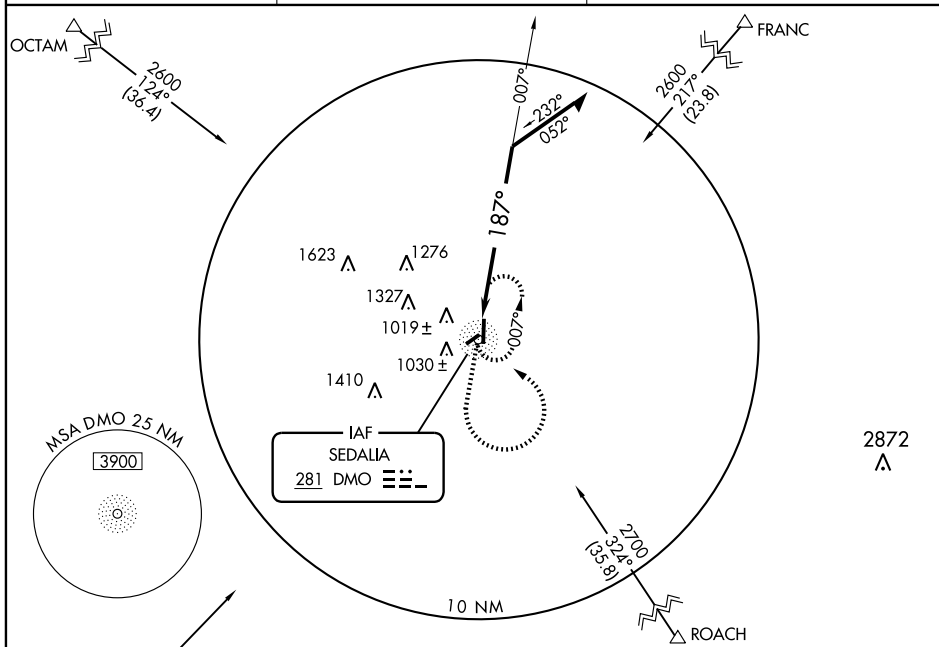
NDB DMO	APP CRS	Rwy Idg	5500
<u>281</u>	<u>187°</u>	TDZE	884
		Apt Elev	909

# NDB RWY 18

SEDALIA MEMORIAL (DMO)

NA	MISSED APPROACH: Climb to 2600 then left turn direct DMO NDB and hold.
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ASOS <b>120.525</b>	WHITEMAN APP CON ★ <b>127.45 284.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-18	1380-1 496 (500-1)		1380-1¼ 496 (500-1¼)	1380-1½ 496 (500-1½)
CIRCLING	1380-1 471 (500-1)		1480-1½ 571 (600-1½)	1480-2 571 (600-2)

REIL Rwy 18 and 36 0  
MIRL Rwy 18-36 0



▼

NA

MISSED APPROACH: Climb to 1900 then climbing right turn to 2600 direct DMO NDB and hold.

ASOS

120.525

WHITEMAN APP CON ★

127.45 284.0

UNICOM

122.8 (CTAF) 0

ELEV 909

REIL Rwy 18 and 36

MIRL Rwy 18-36

<div><div>1900</div><div>2600</div><div>DMO</div><div>281</div></div> <div>Remain within 10 NM</div>				
<div><div>NDB</div><div>163°</div><div>2600</div><div>343°</div></div>				
CATEGORY	A	B	C	D
S-36	1480-1	571 (600-1)	1480-1½ 571 (600-1½)	1480-1¾ 571 (600-1¾)
CIRCLING	1480-1	571 (600-1)	1480-1½ 571 (600-1½)	1480-2 571 (600-2)

NC-3, 22 OCT 2009 to 19 NOV 2009

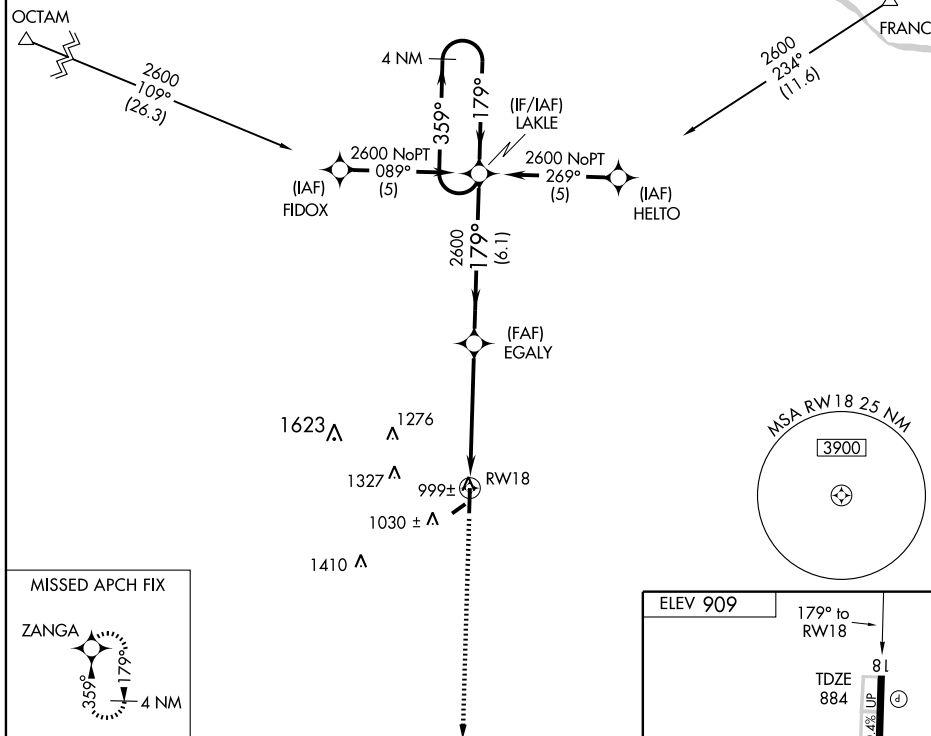
## RNAV (GPS) RWY 18

SEDALIA MEMORIAL (DMO)

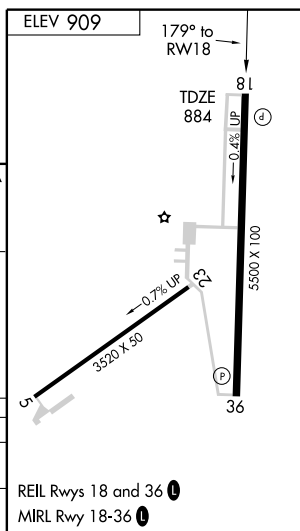
APP CRS  
**179°**Rwy Idg  
TDZE  
Apt Elev  
**5500**  
**884**  
**909**

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct ZANGA and hold.

ASOS  
**120.525**WHITEMAN APP CON ★  
**127.45 284.0**UNICOM  
**122.8 (CTAF) 0**

4 NM Holding Pattern				
VGSI and descent angles not coincident.				
6.1 NM      4.2 NM      1 NM				
CATEGORY	A	B	C	D
LNAV MDA	1260-1 376 (400-1)			1260-1½ 376 (400-1½)
CIRCLING	1380-1 461 (500-1)		1480-1½ 571 (600-1½)	1480-2 571 (600-2)

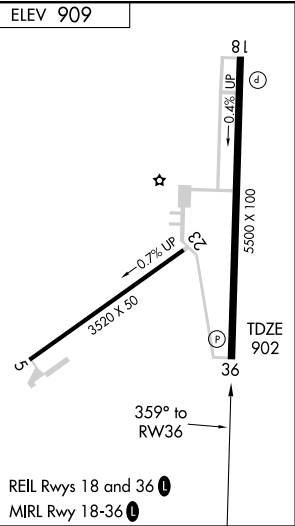
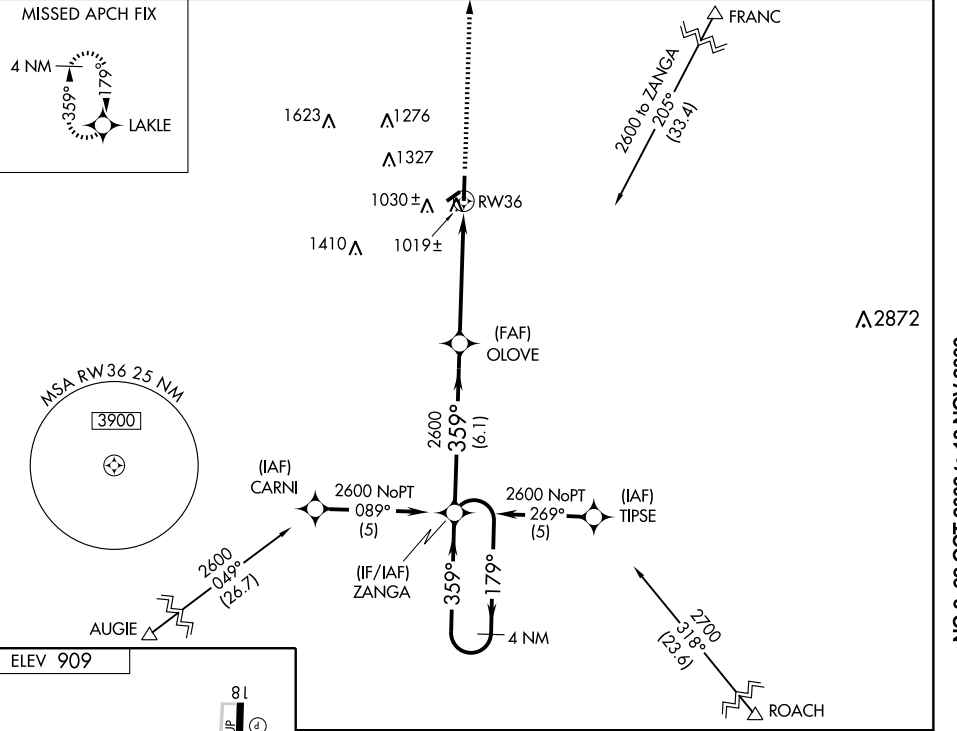


WAAS CH <b>60913</b> <b>W36A</b>	APP CRS <b>359°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>902</b> <b>909</b>
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RNAV (GPS) RWY 36  
SEDALIA MEMORIAL (DMO)

<b>▼</b> DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F)	MISSED APPROACH: Climb to 2600 direct LAKLE and hold.
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ASOS <b>120.525</b>	WHITEMAN APP CON ★ <b>127.45 284.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4 NM Holding Pattern		ZANGA	OLOVE	2600	LAKLE
2600		179°	359°	359°	2600
GS 3.00° TCH 45		6.1 NM		5.1 NM	RW36
CATEGORY	A	B	C	D	
LPV DA	1170-1 268 (300-1)				
LNAV/VNAV DA	1280-1¼ 378 (400-1¼)				
LNAV MDA	1280-1 378 (400-1)			1280-1¼ 378 (400-1¼)	
CIRCLING	1380-1¼ 461 (500-1¼)		1480-1½ 571 (600-1½)		1480-2 571 (600-2)

WAAS CH <b>86801</b> <b>W02A</b>	APP CRS <b>023°</b>	Rwy Idg TDZE Apt Elev	<b>5502</b> <b>315</b> <b>315</b>
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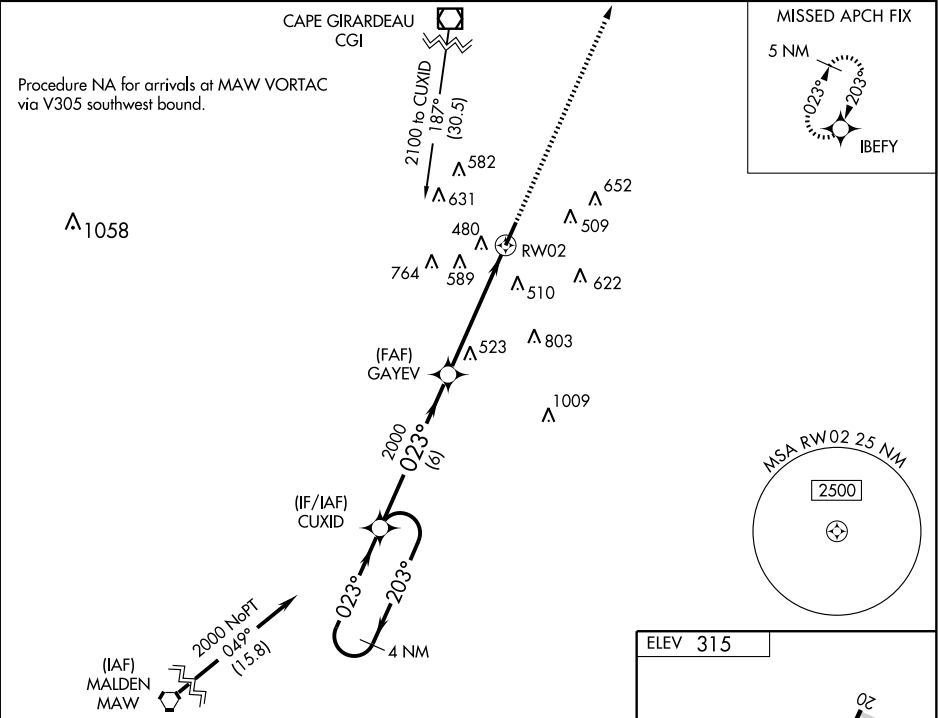
RNAV (GPS) RWY 2  
SIKESTON MEMORIAL MUNI (SIK)

**NA**

DME/DME RNP-0.3 NA.  
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs/MDAs 60 feet.  
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 direct IBEFY and hold.

AWOS <b>119.175</b>	MEMPHIS CENTER <b>133.65 292.15</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4 NM Holding Pattern

CUXID

GAYEV

2100

IBEFY

VGSI and RNAV glidepath not coincident.

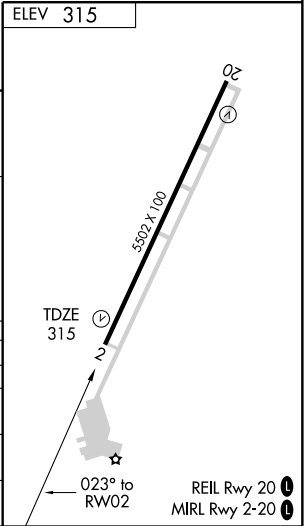
RWY02

2000 ← 203° 023° → 2000

GS 3.00° TCH 45

6 NM 5.1 NM

CATEGORY	A	B	C	D
LPV DA	565-1 250 (300-1)			NA
RNAV/VNAV DA	NA			
RNAV MDA	840-1 525 (600-1)		840-1½ 525 (600-1½)	NA
CIRCLING	840-1 525 (600-1)		860-1½ 545 (600-1½)	NA



APP CRS	Rwy Idg	5502
203°	TDZE	315
	Apt Elev	315

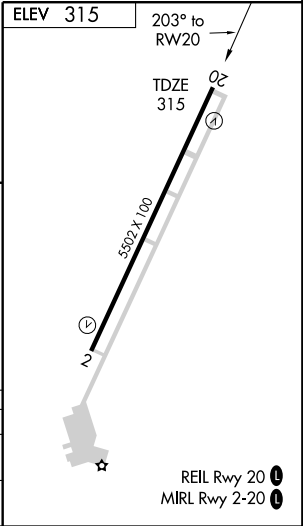
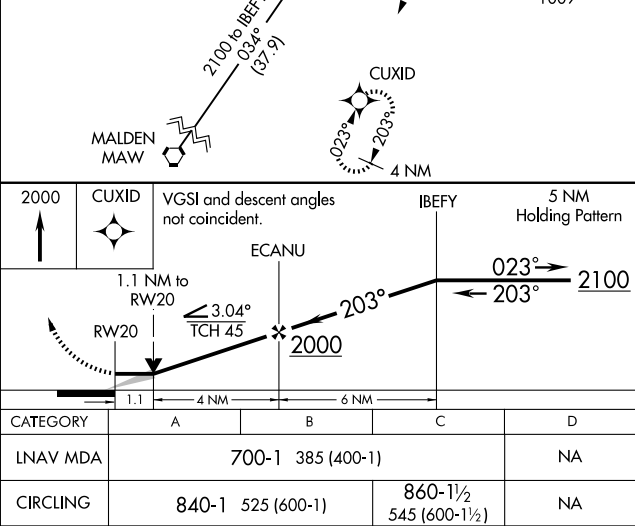
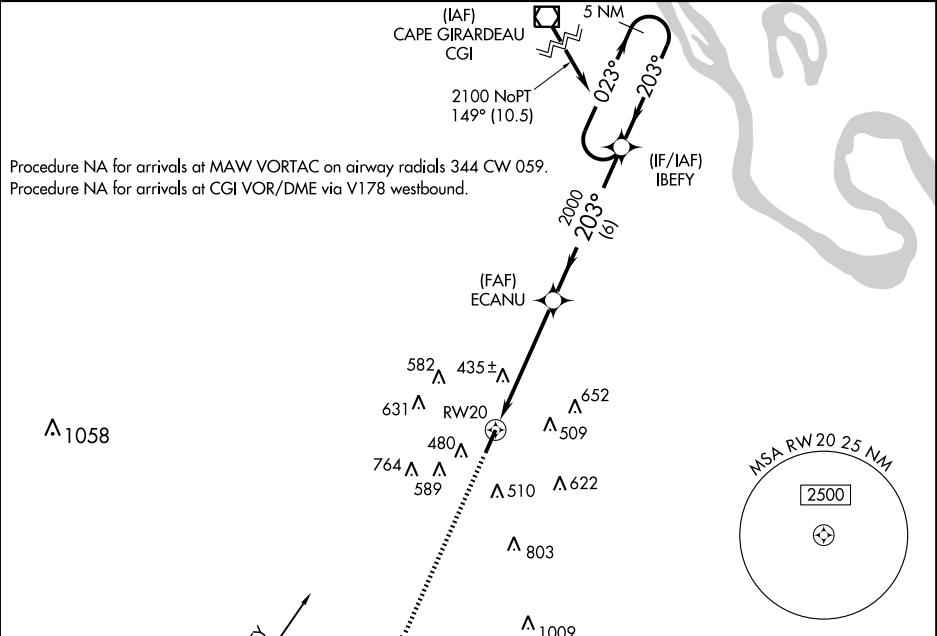
# RNAV (GPS) RWY 20

SIKESTON MEMORIAL MUNI (STK)

**NA** DME/DME RNP-0.3 NA.  
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2000 direct CUXID and hold.

AWOS 119.175	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) <b>1</b>
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VOR/DME MAW	APP CRS	Rwy Idg	5502
111.2	036°	TDZE	315
Chan 49		Apt Elev	315

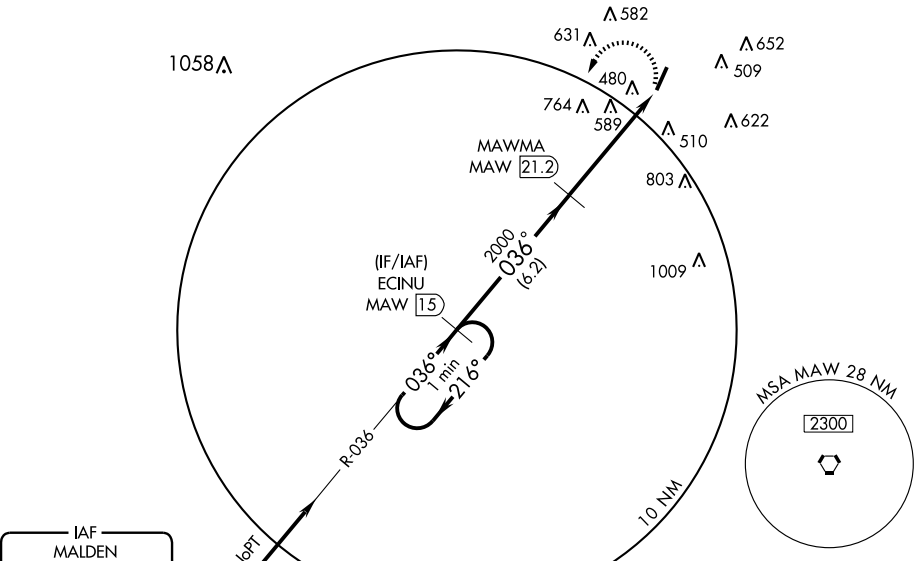
VOR/DME RWY 2  
SIKESTON MEMORIAL MUNI (SIK)

▼ If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all MDAs 60 feet.  
▲ NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2000 via MAW R-036 to ECINU/15 DME and hold.

AWOS 119.175	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals on MAW VORTAC airway radials 344 CW 059.

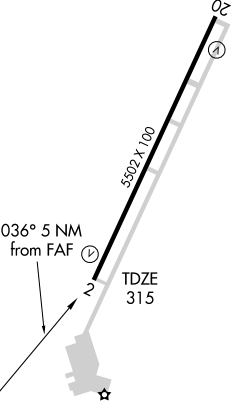
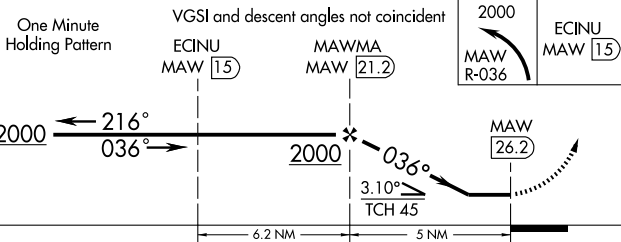


IAF  
MALDEN  
111.2 MAW  
Chan 49

MSA MAW 28 NM

2300

ELEV 315




CATEGORY	A	B	C	D
S-2	1020-1 705 (800-1)	1020-1¼ 705 (800-1¼)	1020-2 705 (800-2)	NA
CIRCLING	1020-1 705 (800-1)	1020-1¼ 705 (800-1¼)	1020-2 705 (800-2)	NA

REIL Rwy 20 0  
MRL Rwy 2-20 0

VOR/DME CGI	APP CRS	Rwy Idg	5502
112.9	177°	TDZE	315
Chan 76		Apt Elev	315

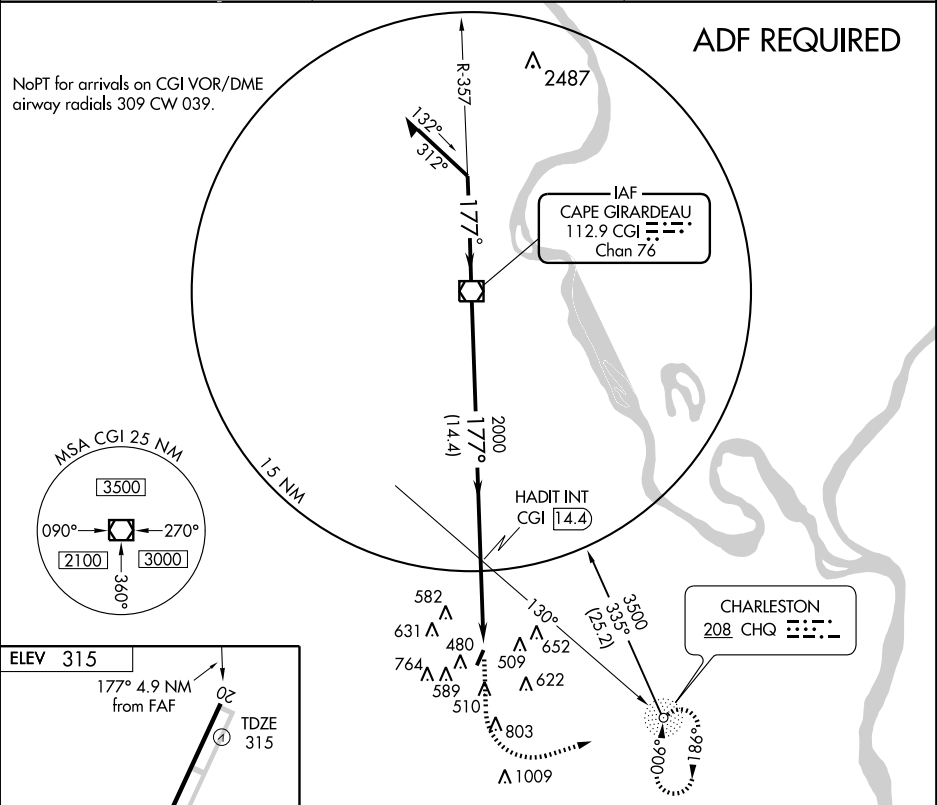
VOR RWY 20  
SIKESTON MEMORIAL MUNI (SIK)

  
NA

Use Cape Girardeau altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 direct CHQ NDB and hold.

AWOS 119.175	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM		VOR/DME	1500	3500	CHQ 208
3500		177°	3500	177°	2000
VGS and descent angles not coincident.				3.16° TCH 40	
			14.4 NM	4.9 NM	
CATEGORY	A	B	C	D	
S-20	800-1	485 (500-1)	800-1¼ 485 (500-1¼)	800-1½ 485 (500-1½)	
CIRCLING	880-1	565 (600-1)	920-1¼ 605 (700-1¼)	920-2 605 (700-2)	

# AIRPORT DIAGRAM

AL-604 (FAA)

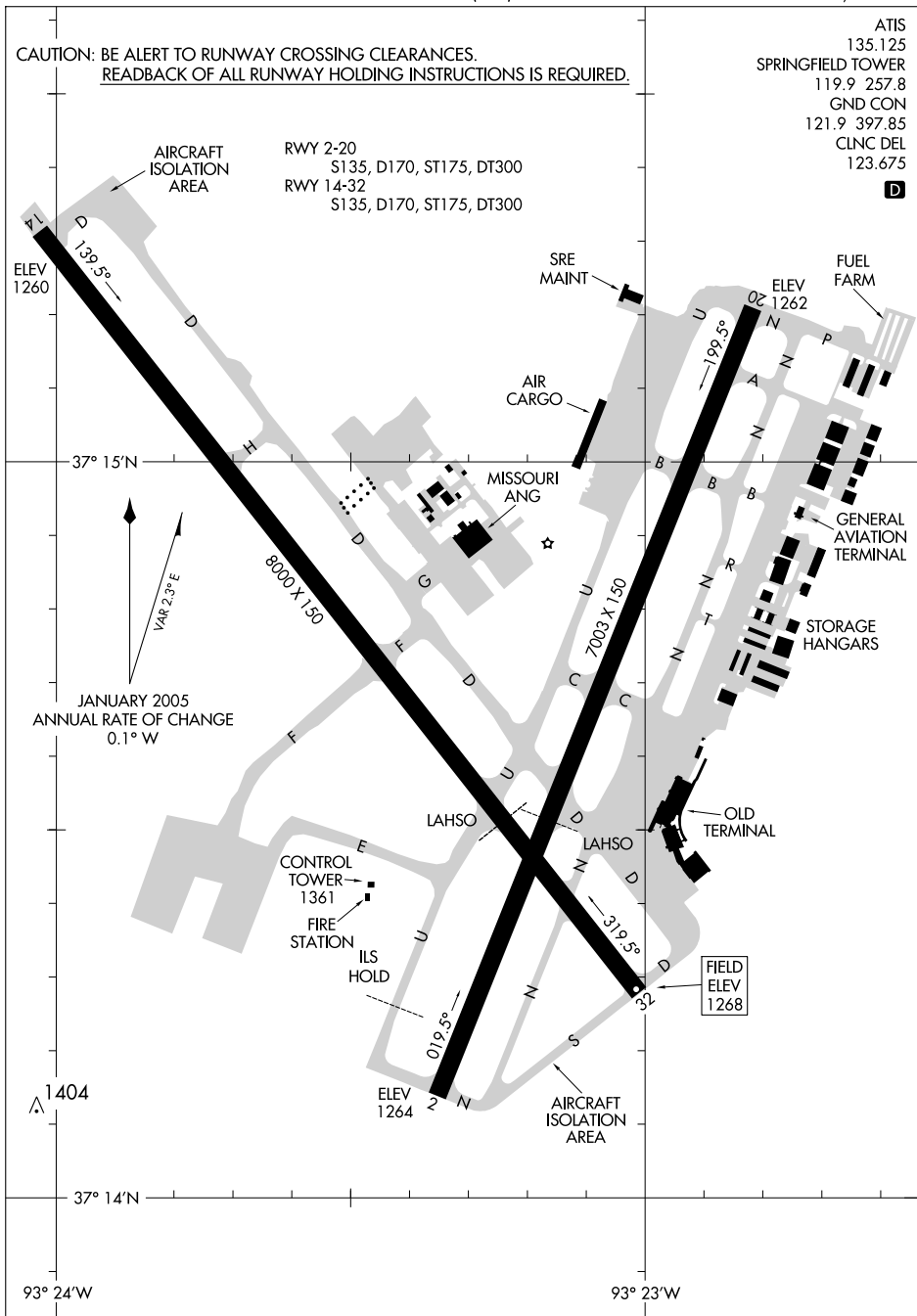
SPRINGFIELD-BRANSON NATIONAL (SGF)

SPRINGFIELD, MISSOURI

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ATIS  
 135.125  
 SPRINGFIELD TOWER  
 119.9 257.8  
 GND CON  
 121.9 397.85  
 CLNC DEL  
 123.675

D



NC-3, 22 OCT 2009 to 19 NOV 2009



VORTAC 116.9 Chan 116	APCH CRS 196°	Rwy Idg TDZE 1262 Arpt Elev 1268
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JAL-604 [USAF]

SPRINGFIELD-BRANSON NATIONAL (KSGF)



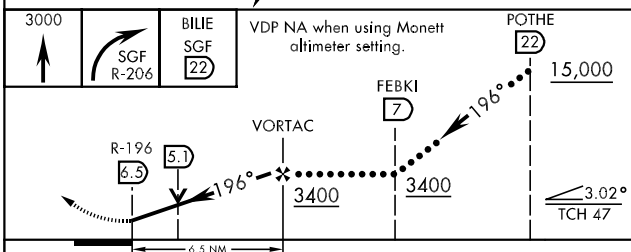
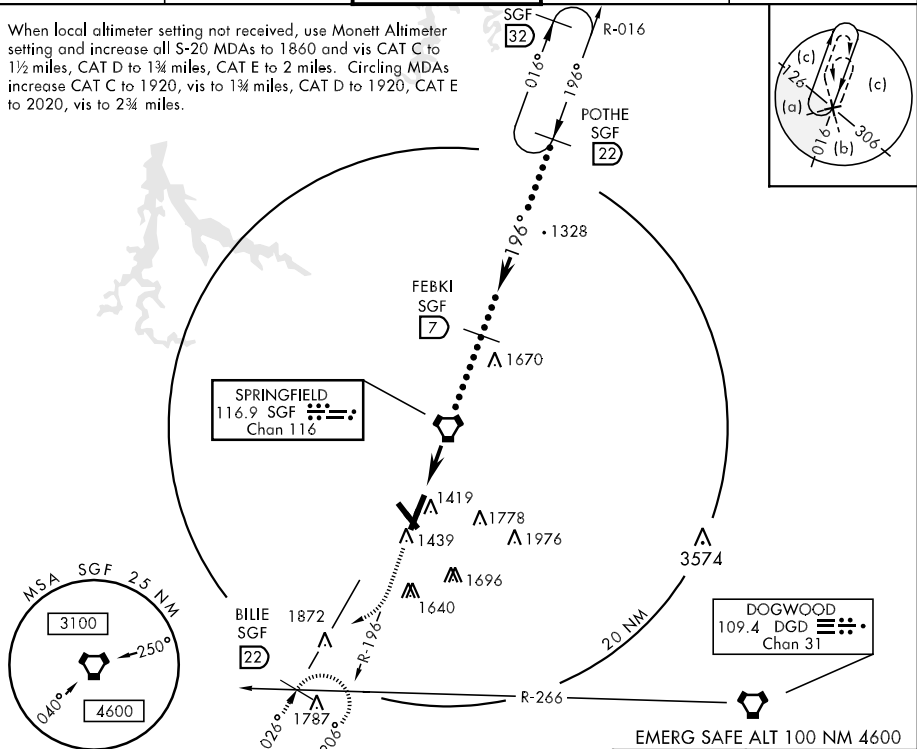
MALS



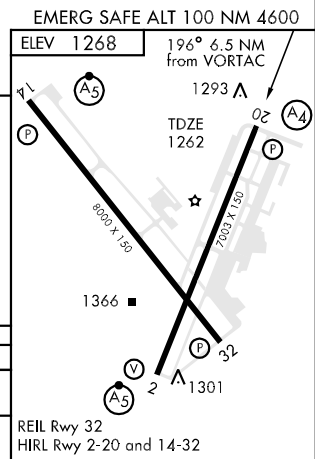
MISSED APPROACH: Climb to 3000 then right turn via SGF VORTAC R-206 to BLUE INT/SGF 22 DME and hold.

ATIS 135.125	SPRINGFIELD APP CON 121.1 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 397.85	CLNC DEL 123.675
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\* When local altimeter setting not received, use Monett Altimeter setting and increase all S-20 MDAs to 1860 and vis CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. Circling MDAs increase CAT C to 1920, vis to 1¾ miles, CAT D to 1920, CAT E to 2020, vis to 2¾ miles.



CATEGORY	C	D	E
S-20 *	1760-1¼ 498 (500-1¼)	1760-1½ 498 (500-1½)	1760-1¾ 498 (500-1¾)
CIRCLING *	1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)



LOC I-SGF	APP CRS	Rwy Idg	<b>6893</b>
<b>109.9</b>	<b>019°</b>	TDZE	<b>1265</b>
		Apt Elev	<b>1268</b>

ILS or LOC RWY 2

SPRINGFIELD-BRANSON NATIONAL (SGF<sup>®</sup>)

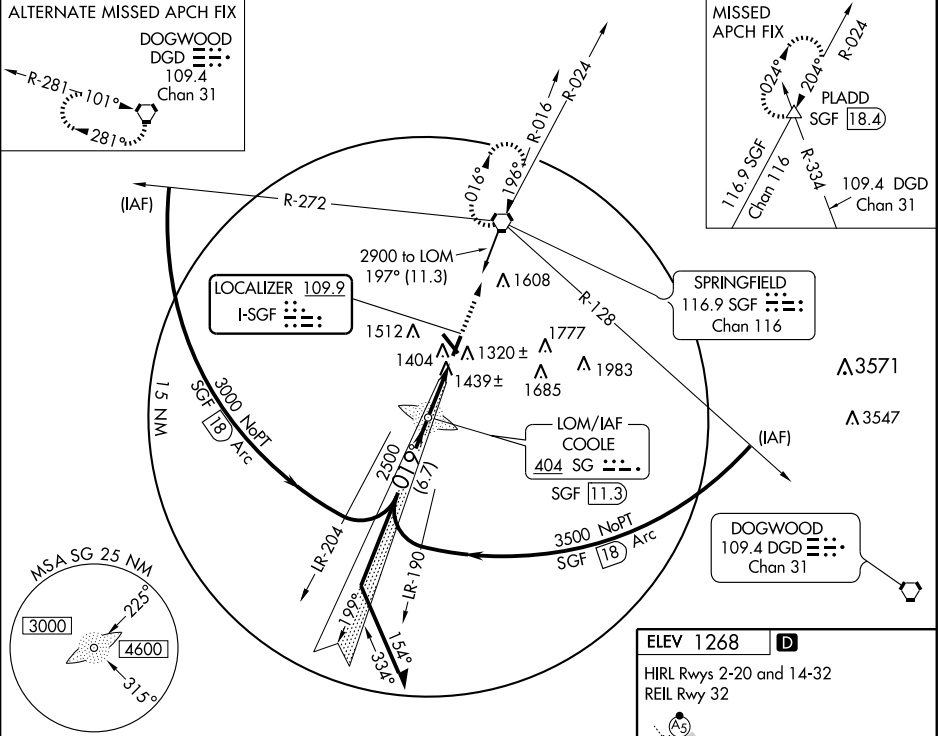
**For inoperative MALS, increase S-ILS 2 Cat E visibility to ¾ and S-LOC 2 Cat E to 1½.**

**\* Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.**

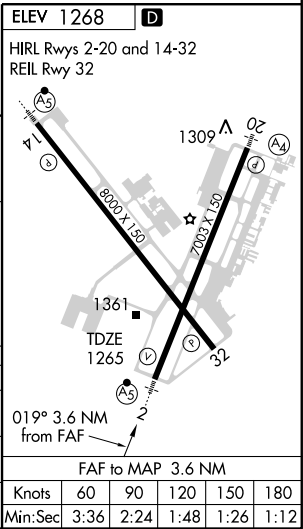
**MALS**

**MISSED APPROACH:** Climb to 2900 direct SGF VORTAC and hold. (TACAN aircraft continue via R-024 to PLADD Int and hold N, right turn 204° inbound).

ATIS <b>135.125</b>	SPRINGFIELD APP CON <b>121.1 290.5</b>	SPRINGFIELD TOWER <b>119.9 257.8</b>	GND CON <b>121.9 397.85</b>	CLNC DEL <b>123.675</b>
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Remain within 15 NM		LOM SGF 11.3	2900	2470	2500	SGF 7.7	3.6 NM
2900		199°	019°				
GS 3.00° TCH 53							
CATEGORY	A	B	C	D	E		
S-ILS 2	* 1465/24 200 (200-½)						
S-LOC 2	1700/40 435 (500-¾)			1700/50 435 (500-1)			
CIRCLING	1740-1 472 (500-1)		1820-1½ 552 (600-1½)		1820-2 552 (600-2)		
					1920-2¼ 652 (700-2¼)		

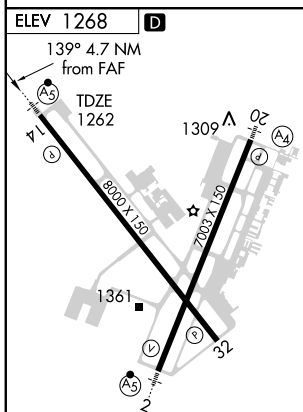
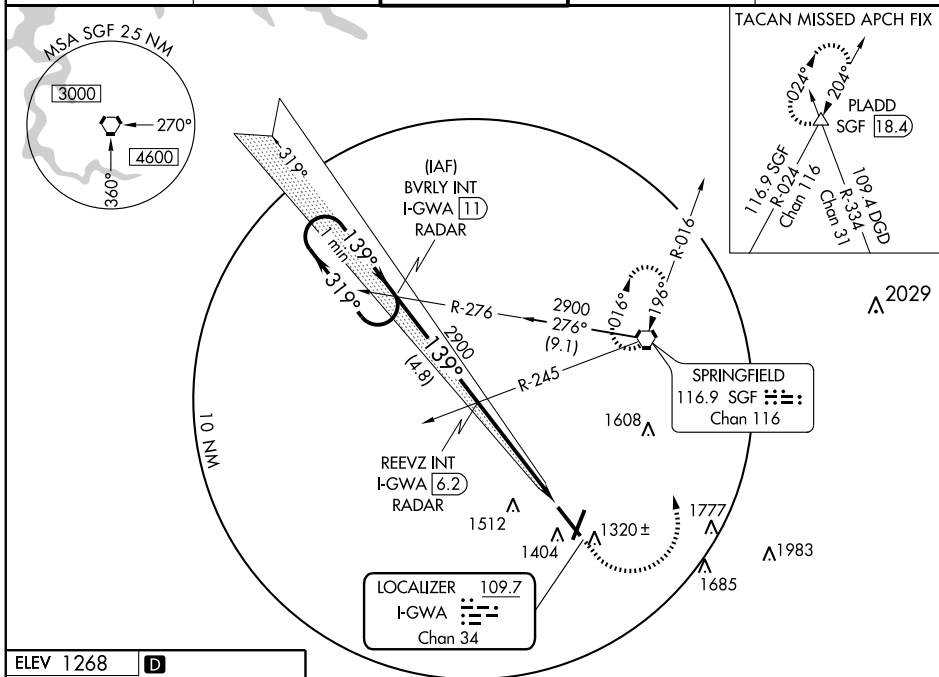


LOC/DME I-GWA <b>109.7</b> Chan <b>34</b>	APP CRS <b>139°</b>	Rwy Idg <b>8000</b> TDZE <b>1262</b> Apt Elev <b>1268</b>
---	------------------------	---

ILS or LOC RWY 14  
SPRINGFIELD-BRANSON NATIONAL (SGF)

	MALSR 	MISSED APPROACH: Climb to 1800 then climbing left turn to 2900 direct SGF VORTAC and hold. (TACAN aircraft continue via R-024 to PLADD INT and hold N, right turns, 204° inbound).
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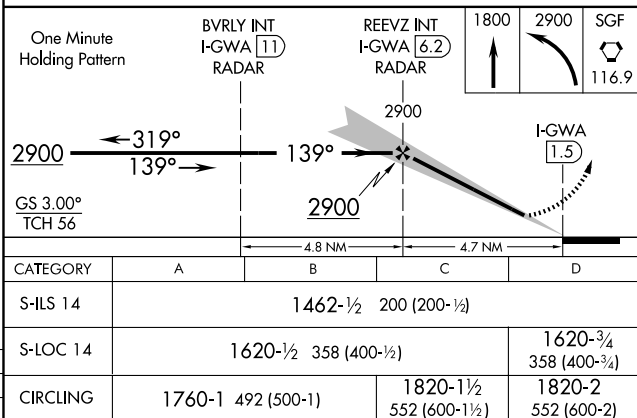
ATIS 135.125	SPRINGFIELD APP CON 121.1 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 397.85	CLNC DEL 123.675
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REIL Rwy 32  
HIRL Rwys 2-20 and 14-32

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

## DME or RADAR REQUIRED



WAAS CH <b>86214</b> <b>W02A</b>	APP CRS <b>019°</b>	Rwy Idg TDZE Apt Elev	<b>6893</b> <b>1265</b> <b>1268</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 2  
SPRINGFIELD-BRANSON NATIONAL (SGF)

**▽** DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F).  
Baro-VNAV and VDP NA when using Monett altimeter setting.  
For inoperative MALS, increase LNAV Cat A and B visibility to RVR 5000.  
When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and all MDAs 100 feet, increase LPV visibility all Cats to RVR 5000, LNAV/VNAV visibility all Cats to 1½ miles, LNAV visibility Cat C to RVR 5000 and Cat D to RVR 6000, and increase visibility Circling Cat C to 1¾ miles, and Cat D to 2 miles.  
For inoperative MALS, when using Monett altimeter setting, increase LPV visibility all Cats to 1½, LNAV Cat A and B visibility to RVR 5000.

MALS



MISSED APPROACH: Climb to 3000 direct INOYU and hold.

ATIS  
**135.125**

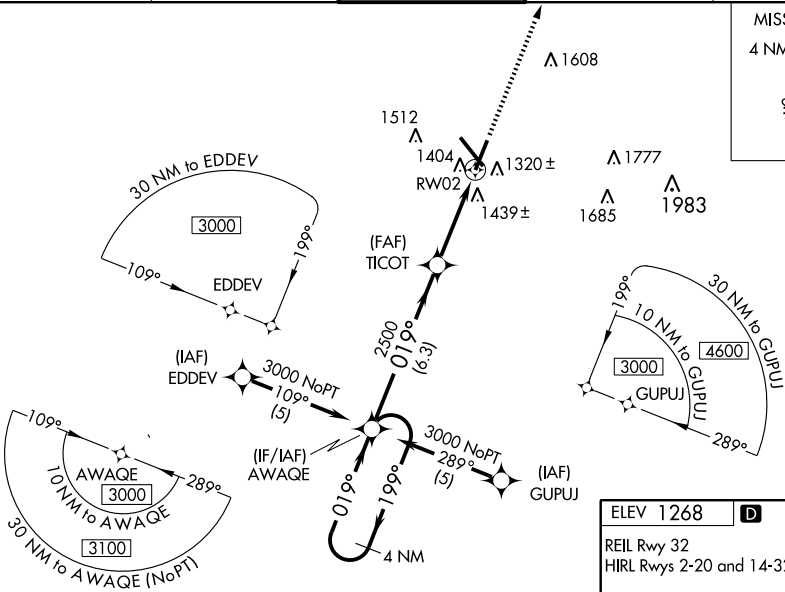
SPRINGFIELD APP CON  
**121.1 290.5**

SPRINGFIELD TOWER  
**119.9 257.8**

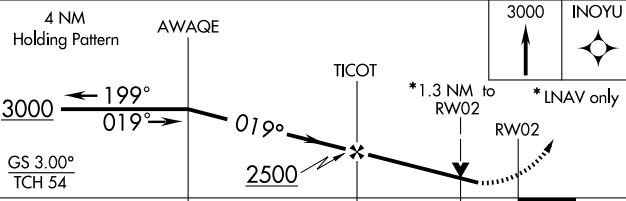
GND CON  
**121.9 397.85**

CLNC DEL  
**123.675**

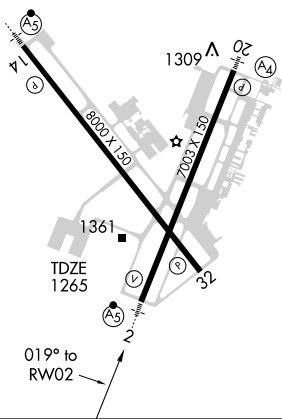
MISSED APCH FIX



ELEV 1268 **D**  
REIL Rwy 32  
HIRL Rwys 2-20 and 14-32



CATEGORY	A	B	C	D
LPV DA	1590/40 325 (400-¾)			
LNAV/VNAV DA	1754/60 489 (500-1¼)			
LNAV MDA	1720/40 455 (500-¾)			1720/50 455 (500-1)
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)



APP CRS	Rwy Idg	8000
139°	TDZE	1262
	Apt Elev	1268

RNAV (GPS) RWY 14  
SPRINGFIELD-BRANSON NATIONAL (SGF)

**T** Baro-VNAV NA below -17°C (2°F).  
**A NA** DME/DME RNP- 0.3 NA.

MALSR

**MISSED APPROACH:** Climb to 3000 direct RETHA WP and hold.

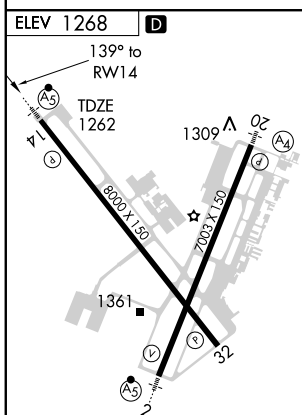
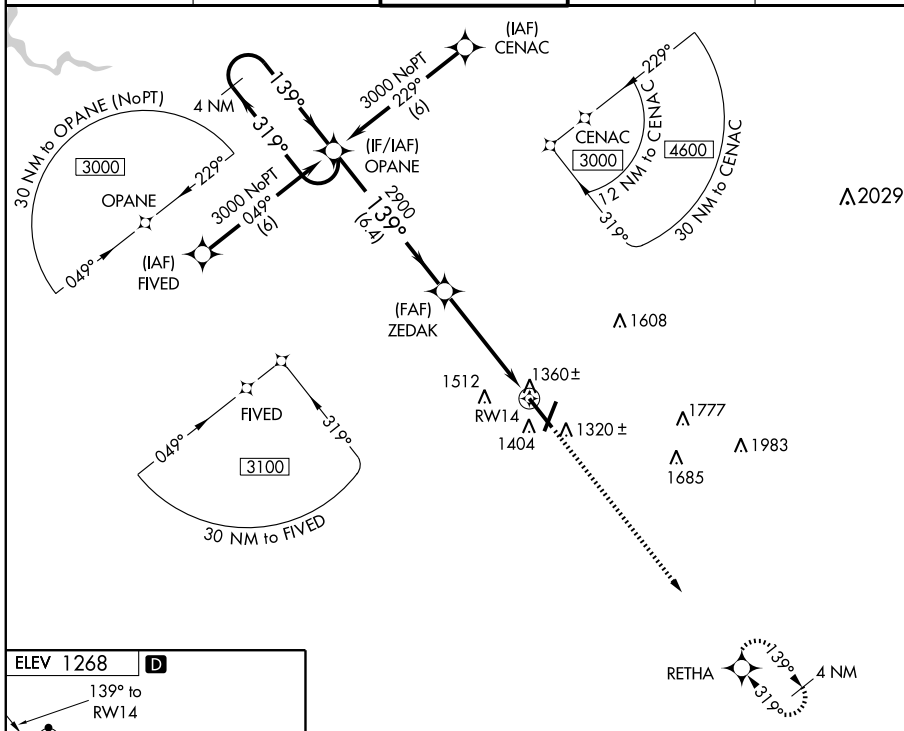
ATIS  
135.125

SPRINGFIELD APP CON  
121.1 290.5

SPRINGFIELD TOWER  
119.9 257.8

GND CON  
121.9 397.85

CLNC DEL  
**123.675**



REIL Rwy 32  
HIRL Rwy 2-20 and 14-32

4 NM Holding Pattern

OPANE

3000 ← 319°  
139° →

ZEDAK

\* 1.3 NM to RW14

\* LNAV only

RW14

3000

GS 3.00°  
TCH 56

2900

6.4 NM


3.6 NM

1.3 NM

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1620- <sup>3</sup> / <sub>4</sub> 358 (400- <sup>3</sup> / <sub>4</sub> )			
LNAV MDA	1720- <sup>1</sup> / <sub>2</sub>	458 (500- <sup>1</sup> / <sub>2</sub> )	1720- <sup>3</sup> / <sub>4</sub> 458 (500- <sup>3</sup> / <sub>4</sub> )	1720-1 458 (500-1)
CIRCLING	1760-1	492 (500-1)	1820-1 <sup>1</sup> / <sub>2</sub> 552 (600-1 <sup>1</sup> / <sub>2</sub> )	1820-2 552 (600-2)

WAAS CH <b>65613</b> <b>W20A</b>	APP CRS <b>199°</b>	Rwy Idg <b>7003</b> TDZE <b>1262</b> Apt Elev <b>1268</b>
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RNAV (GPS) RWY 20  
SPRINGFIELD-BRANSON NATIONAL (SGF)

	<p>DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.</p> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).</p> <p>Baro-VNAV and VDP NA when using Monett altimeter setting.</p> <p>Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C.</p> <p>When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and increase all MDAs 100 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV all Cats ¼ mile, increase LNAV Cats C and D ¼ mile, increase Circling Cat C ¼ mile.</p>
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MALS

 $\textcircled{A_4} - \text{---}$ 

**MISSED APPROACH:** Climb to 3000 direct AWQ and hold.

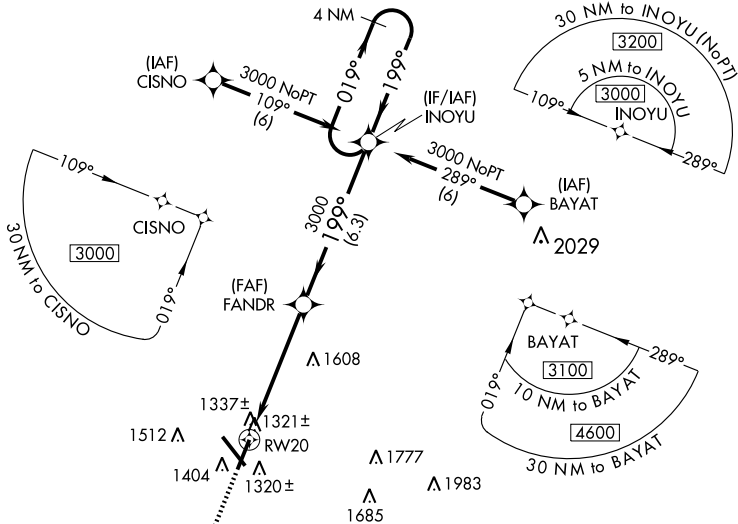
ATIS  
135.125

SPRINGFIELD APP CON  
121.1 290.5

SPRINGFIELD TOWER  
119.9 257.8

GND CON  
**121,9 397,85**

CLNC DEL  
**123,675**

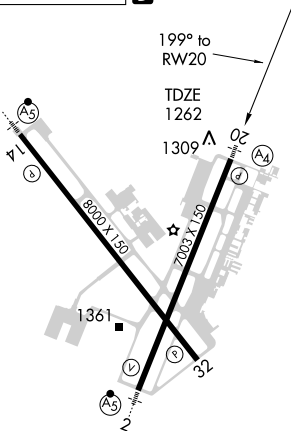


## MISSED APCH FIX



ELEV 1268

**D**



REIL Rwy 32  
HIRL Rwy 2-20 and 14-32

**FANDR**

**INOYU**

**4 NM Holding Pattern**

**\*LNAV only**

**\*1.5 NM to RW20**

**RW20**

**1.5 NM**

**3.7 NM**

**6.3 NM**

**199°**

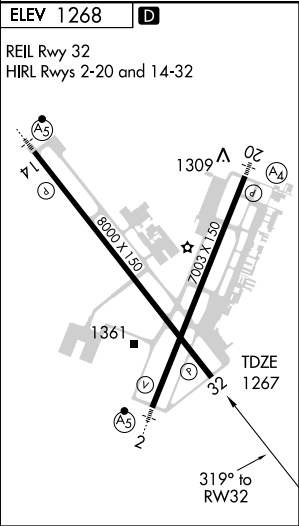
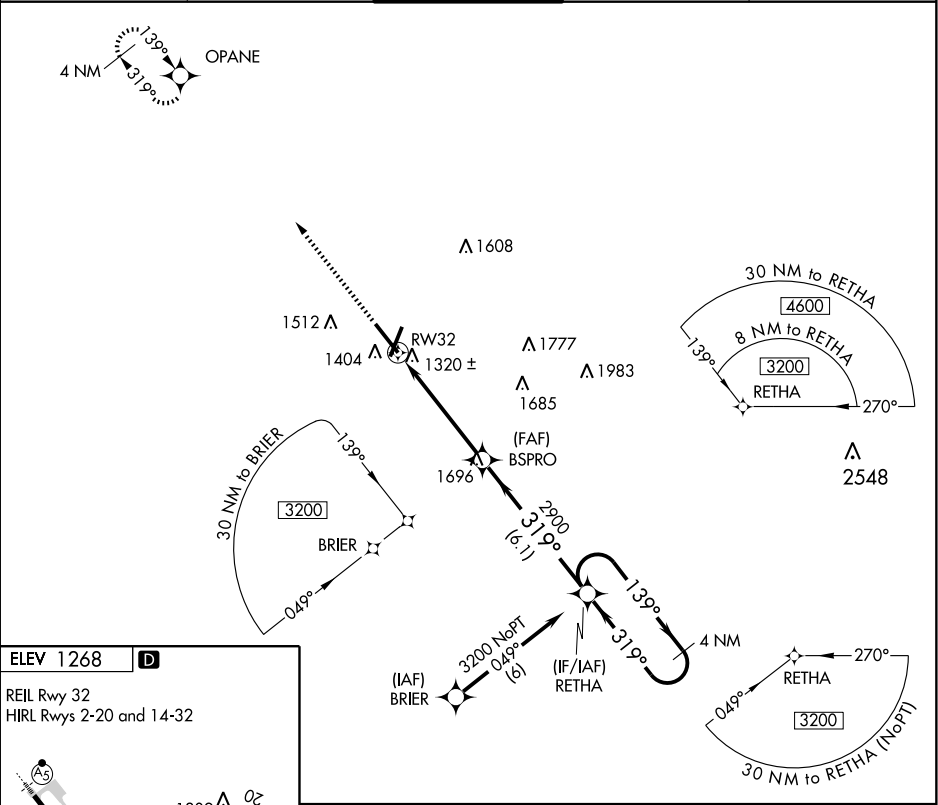
**019°**

**3000**

**GS 3.00° TCH 47**

CATEGORY	A	B	C	D
LPV DA	1531-1 269 (300-1)			
LNAV/VNAV DA	1656-1½ 394 (400-1½)			
LNAV MDA	1780-¾ 518 (600-¾)	1780-1½ 518 (600-1½)	1780-1¾ 518 (600-1¾)	
CIRCLING	1780-1 512 (600-1)	1820-1½ 552 (600-1½)	1820-2 552 (600-2)	

V NA		DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climb to 3000 direct OPANE WP and hold.	
ATIS 135.125	SPRINGFIELD APP CON 121.1 290.5	SPRINGFIELD TOWER 119.9 257.8	GND CON 121.9 397.85	CLNC DEL 123.675



3000

↑

OPANE

✦

RETHA

4 NM Holding Pattern

BSPRO

319°

139°

3200

319°

≤ 3.04°

TCH 50

2900

RW32

4.9 NM

6.1 NM

VGSI and descent angles not coincident

CATEGORY	A	B	C	D
LNAV MDA	1740-1	473 (500-1)	1740-1¼ 473 (500-1¼)	1740-1½ 473 (500-1½)
CIRCLING	1760-1	492 (500-1)	1820-1½ 552 (600-1½)	1820-2 552 (600-2)

VORTAC SGF <b>116.9</b> Chan <b>116</b>	APP CRS <b>016°</b>	Rwy Idg TDZE Apt Elev <b>6893</b> <b>1265</b> <b>1268</b>
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SPRINGFIELD-BRANSON NATIONAL (SGF)

**V** For inoperative MALSR, increase S-2 Cat A and B visibility to RVR 5000 and Cat E to 1½.

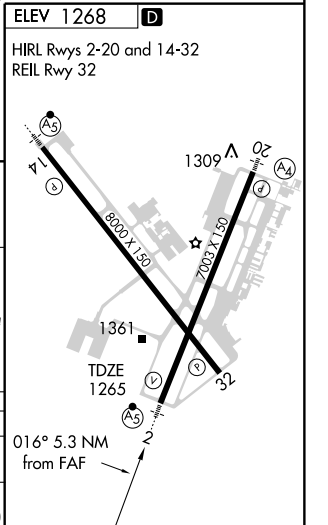
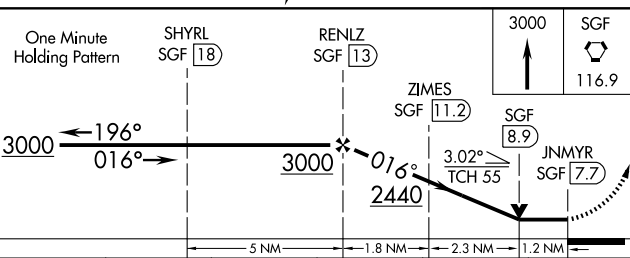
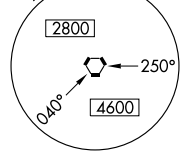
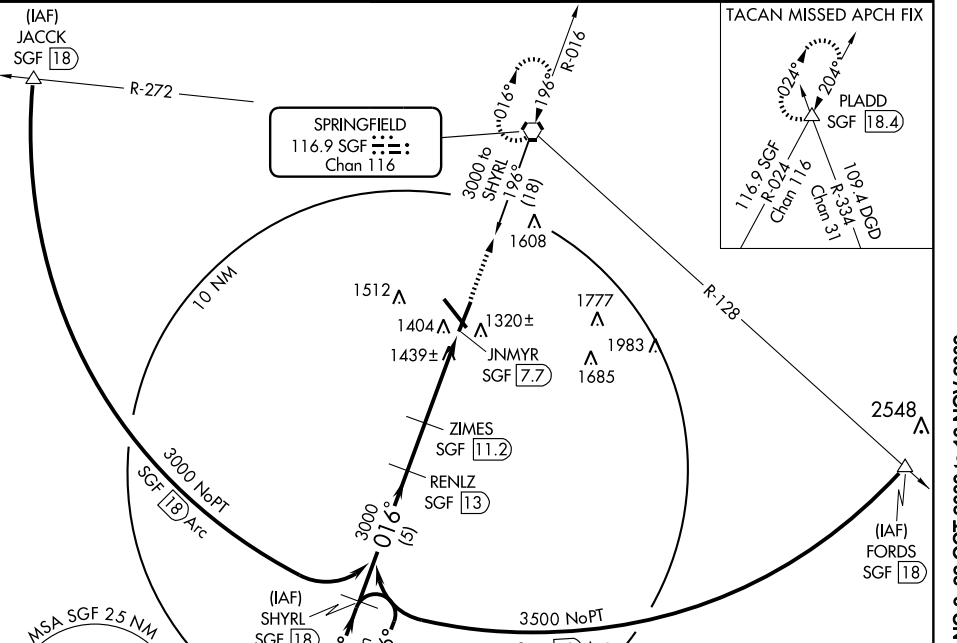
**A**

**MALSR**

**A5**

**MISSED APPROACH:** Climb to 3000 direct SGF VORTAC and hold (TACAN Aircraft continue via SGF R-204 to PLADD INT and hold, N, right turns, 204° inbound).

ATIS <b>135.125</b>	SPRINGFIELD APP CON <b>121.1 290.5</b>	SPRINGFIELD TOWER <b>119.9 257.8</b>	GND CON <b>121.9 397.85</b>	CLNC DEL <b>123.675</b>
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CATEGORY	A	B	C	D	E
S-2	1700/40	435 (500-¾)		1700/50	435 (500-1)
CIRCLING	1760-1	492 (500-1)	1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)

NC-3. 22 OCT 2009 to 19 NOV 2009



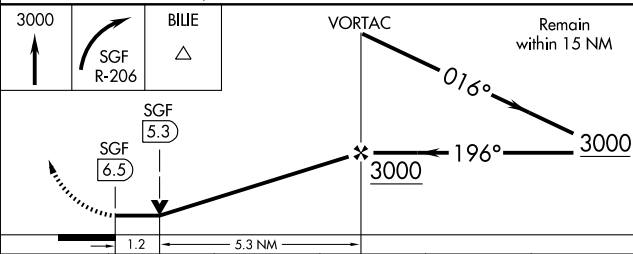
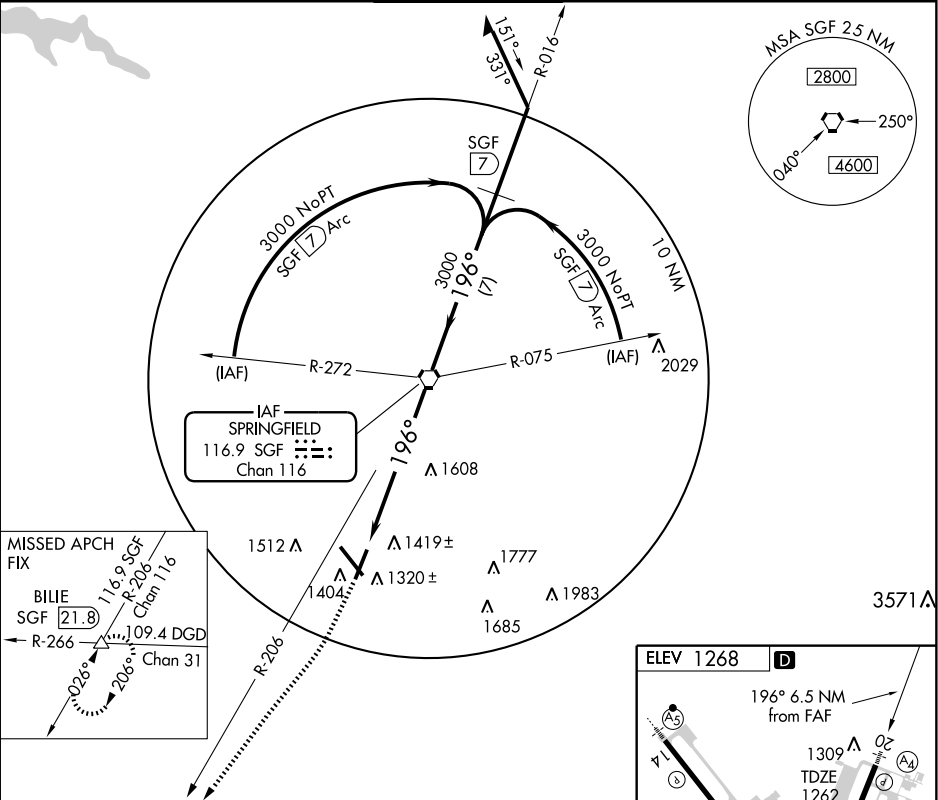
VORTAC SGF <b>116.9</b> Chan <b>116</b>	APP CRS <b>196°</b>	Rwy Idg TDZE Apt Elev	<b>7003</b> <b>1262</b> <b>1268</b>
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# VOR or TACAN RWY 20

SPRINGFIELD-BRANSON NATIONAL (SGF)

<b>▼</b> <b>▲</b>	Inoperative table does not apply to Cat C.	MALS <b>(A4)</b> $\equiv$	MISSED APPROACH: Climb to 3000 then right turn to intercept SGF R-206 to BLUE INT/SGF 21.8 DME and hold.
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ATIS <b>135.125</b>	SPRINGFIELD APP CON <b>121.1 290.5</b>	SPRINGFIELD TOWER <b>119.9 257.8</b>	GND CON <b>121.9 397.85</b>	CLNC DEL <b>123.675</b>
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CATEGORY	A	B	C	D	E
S-20	1700-3/4 438 (500-3/4)		1700-1 438 (500-1 1/4)	1700-1 1/2 438 (500-1 1/2)	
CIRCLING	1760-1 492 (500-1)		1820-1 1/2 552 (600-1 1/2)	1820-2 552 (600-2)	1920-2 1/4 652 (700-2 1/4)

ELEV 1268	<b>D</b>
REIL Rwy 32	HIRL Rlys 2-20 and 14-32
FAF to MAP 6.5 NM	
Knots	60 90 120 150 180
Min:Sec	6:30 4:20 3:15 2:36 2:10

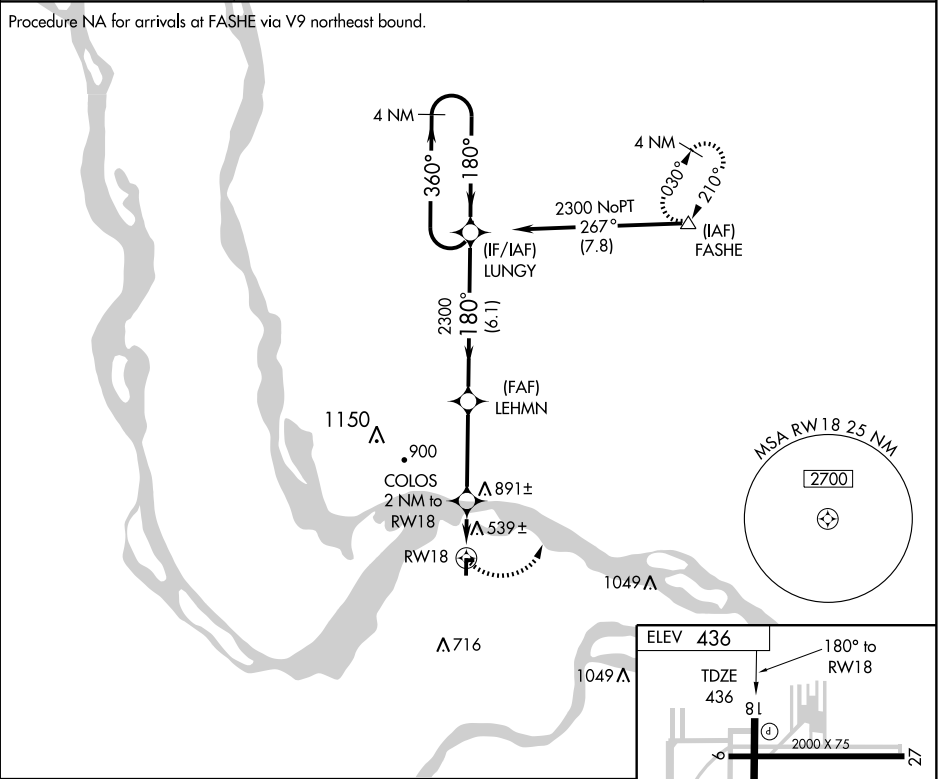


APP CRS	Rwy Idg	3800
180°	TDZE	436
	Apt Elev	436

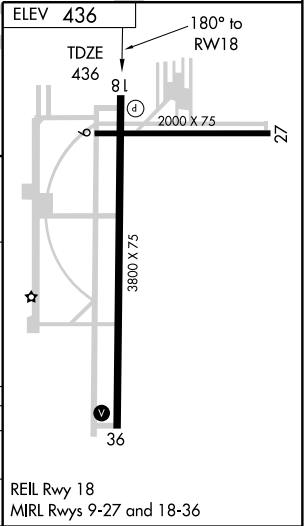
# RNAV (GPS) RWY 18

ST. CHARLES COUNTY SMARTT (SET)

<p><b>▼</b> DME/DME RNP-0.3 NA.</p> <p><b>▲</b> If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet.</p> <p>VDP NA with Lambert-St Louis Intl altimeter setting.</p>		MISSED APPROACH: Climbing left turn to 2700 direct FASHE and hold.	
ASOS	ST. LOUIS APP CON	CLNC DEL	UNICOM
118.075	124.2 353.9	121.6	122.7 (CTAF) <b>0</b>



4 NM Holding Pattern		LUNGY	LEHMN	2700	FASHE
2300 ← 360° → 180° → 2300					
VGSi and descent angles not coincident.					
		6.1 NM	3.6 NM	0.9 NM	1.1 NM
CATEGORY	A	B	C	D	
LNAV MDA	840-1	404 (500-1)	840-1¼ 404 (500-1¼)	NA	
CIRCLING	840-1 404 (500-1)	900-1 464 (500-1)	900-1½ 464 (500-1½)	NA	



VOR RWY 18

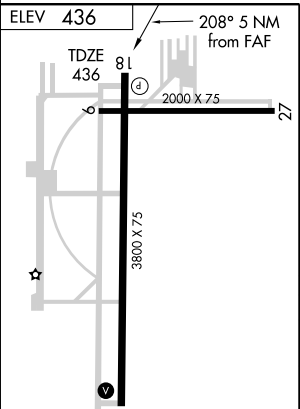
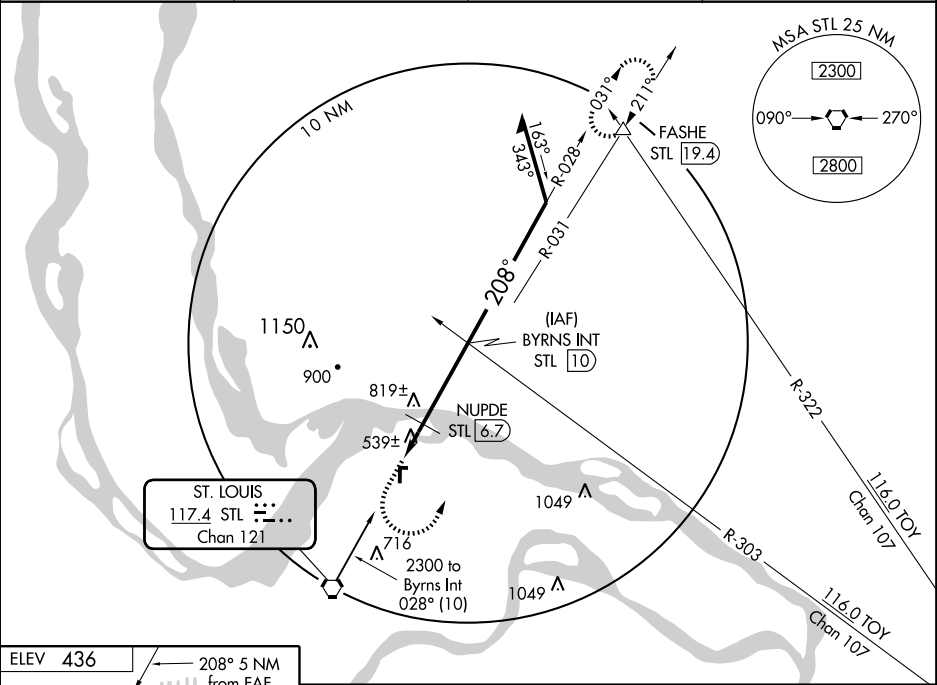
ST. CHARLES COUNTY SMARTT (SET')

VORTAC STL	APP CRS	Rwy Idg	3800
117.4	208°	TDZE	436
Chan 121		Apt Elev	436

▼ If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet.  
▲ Straight-in minimums NA with Lambert-St. Louis altimeter setting.

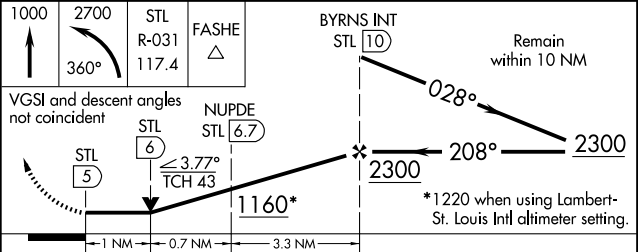
MISSED APPROACH: Climb to 1000 then climbing left turn to 2700 via heading 360° and STL R-031 to FASHE INT/19.4 DME and hold.

ASOS 118.075	ST. LOUIS APP CON 124.2 353.9	CLNC DEL 121.6	UNICOM 122.7 (CTAF) 0
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REIL Rwy 18 36  
MIRL Rwy 9-27 and 18-36

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-18	1160-1 724 (800-1)		1160-2 724 (800-2)	NA
CIRCLING	1160-1 724 (800-1)		1160-2 724 (800-2)	NA
NUPDE FIX MINIMUMS				
S-18	800-1 364 (400-1)			NA
CIRCLING	840-1 404 (500-1)	900-1 464 (500-1)	900-1½ 464 (500-1½)	NA

# AIRPORT DIAGRAM

AL-359 (FAA)

ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

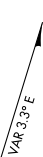
ST. JOSEPH, MISSOURI

ATIS 125.05  
ST. JOSEPH TOWER ★  
126.9 239.0  
GND CON  
121.9

FIELD  
ELEV  
826

Z1

39° 47'N



VAR 3.3° E

JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W

RWY 13-31

S75, D110, ST140, DT180, DDT180

RWY 17-35

S75, D130, ST175, DT220, DDT220

A

C

B

A

ELEV  
810

8059 X 150

4797 X 75

ELEV  
811

35

ELEV  
812

FBO

GENERAL  
AVIATION  
PARKING

CONTROL TOWER

892

TERMINAL  
BUILDING

F

MISSOURI  
ANG

FIRE STATION

39° 46'N

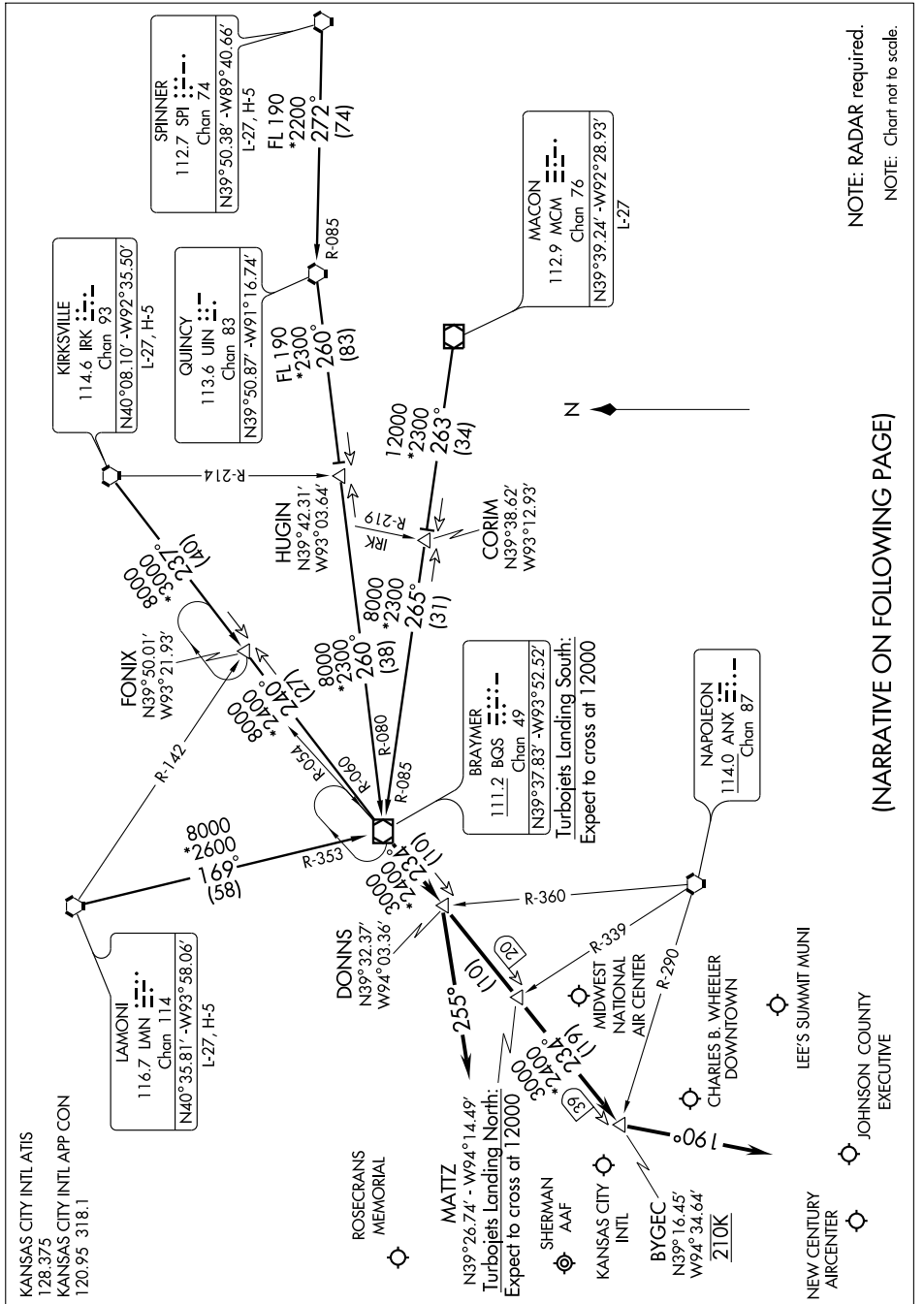
MISSOURI  
ANGMO ANG  
RAMP ONLY

94° 55'W

94° 54'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-3, 22 OCT 2009 to 19 NOV 2009



(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

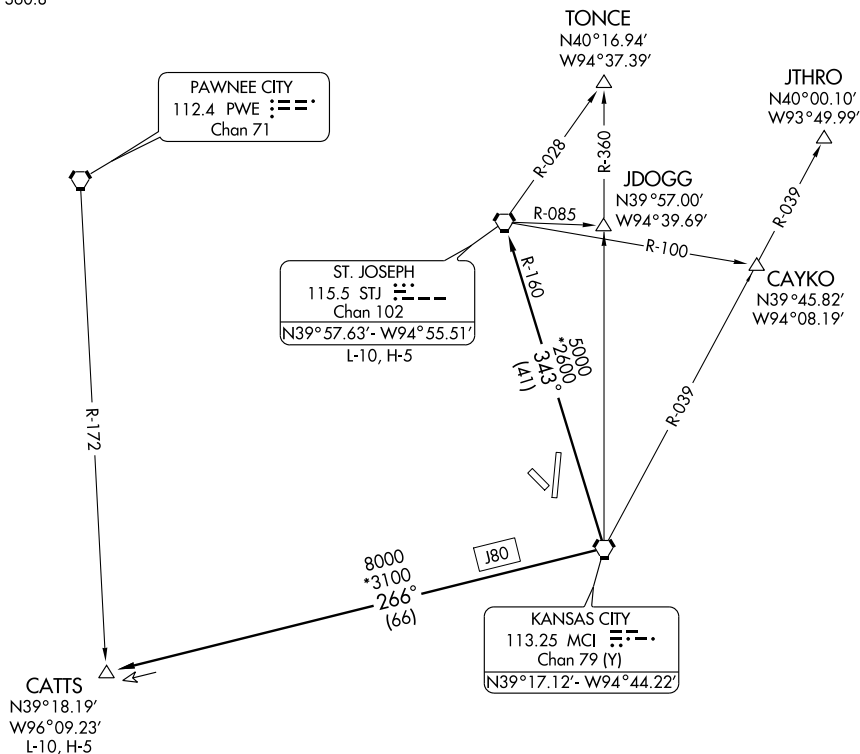
OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

## CHIEF THREE DEPARTURE

ATIS 125.05  
ST. JOSEPH DEP CON ★  
120.35 360.8



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.



LOC I-STJ	APP CRS	Rwy Idg	8059
110.3	356°	TDZE	814
		Apt Elev	826

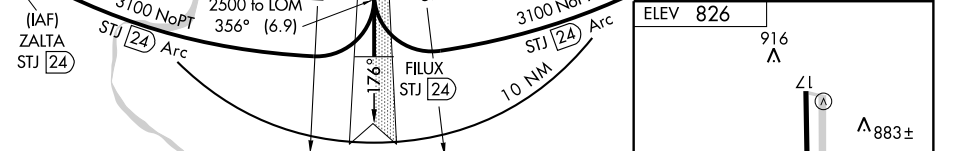
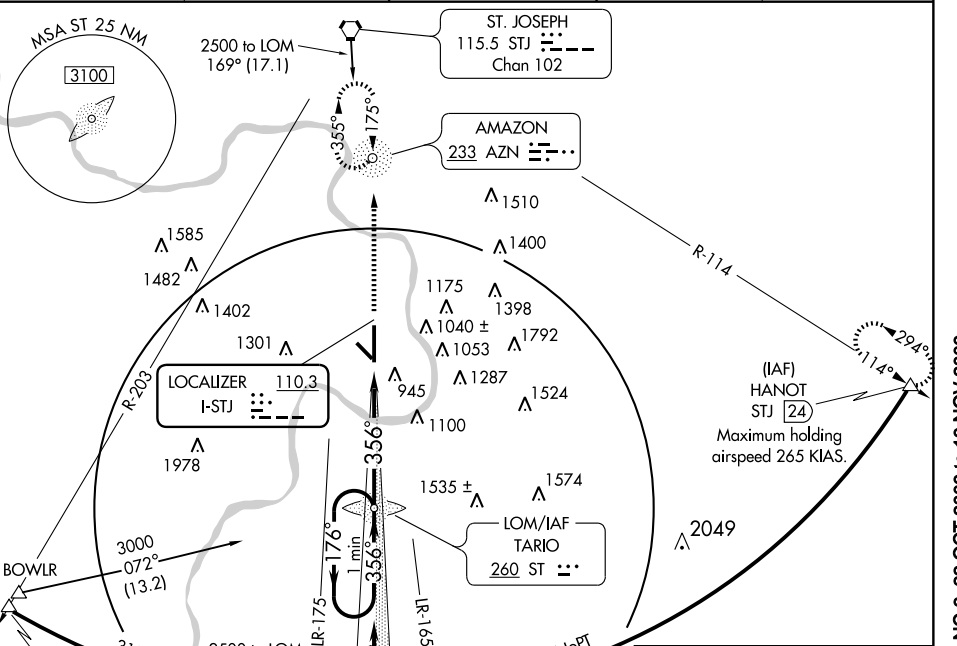
ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

ADF or TACAN Required.

ASR/PAR

MISSED APPROACH: Climb to 2700 direct AZN NDB and hold.  
(TACAN aircraft climb to 2700 then climbing right turn to 3100 via STJ R-114 to HANOT/ 24 DME and hold NW, LT, 114° inbound).

ATIS 125.05	ST. JOSEPH APP CON ★ 120.35 360.8	ST. JOSEPH TOWER ★ 126.9 (CTAF) 239.0	GND CON 121.9	UNICOM 122.95
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One Minute Holding Pattern	LOM*	2446	2700	AZN	233
2500	176°	356°	2500	GS 2.80° TCH 64	*Course reversal not authorized for Cat E aircraft.
4.8 NM	0.4	STJ 12.3			
CATEGORY	A	B	C	D	E
S-ILS 35		1014/40	200 (200-¾)		
S-LOC 35		1160/50 346 (400-1)	1160/60 346 (400-1¼)		
CIRCLING	1400-1 574 (600-1)	1400-1½ 574 (600-1½)	1500-2¼ 674 (700-2¼)	1760-3 934 (1000-3)	

REIL Rwy 17 1 and 35 1  
HIRL Rwy 17-35 1

900±  
356° 5.2 NM from FAF

FAF to MAP 4.8 NM

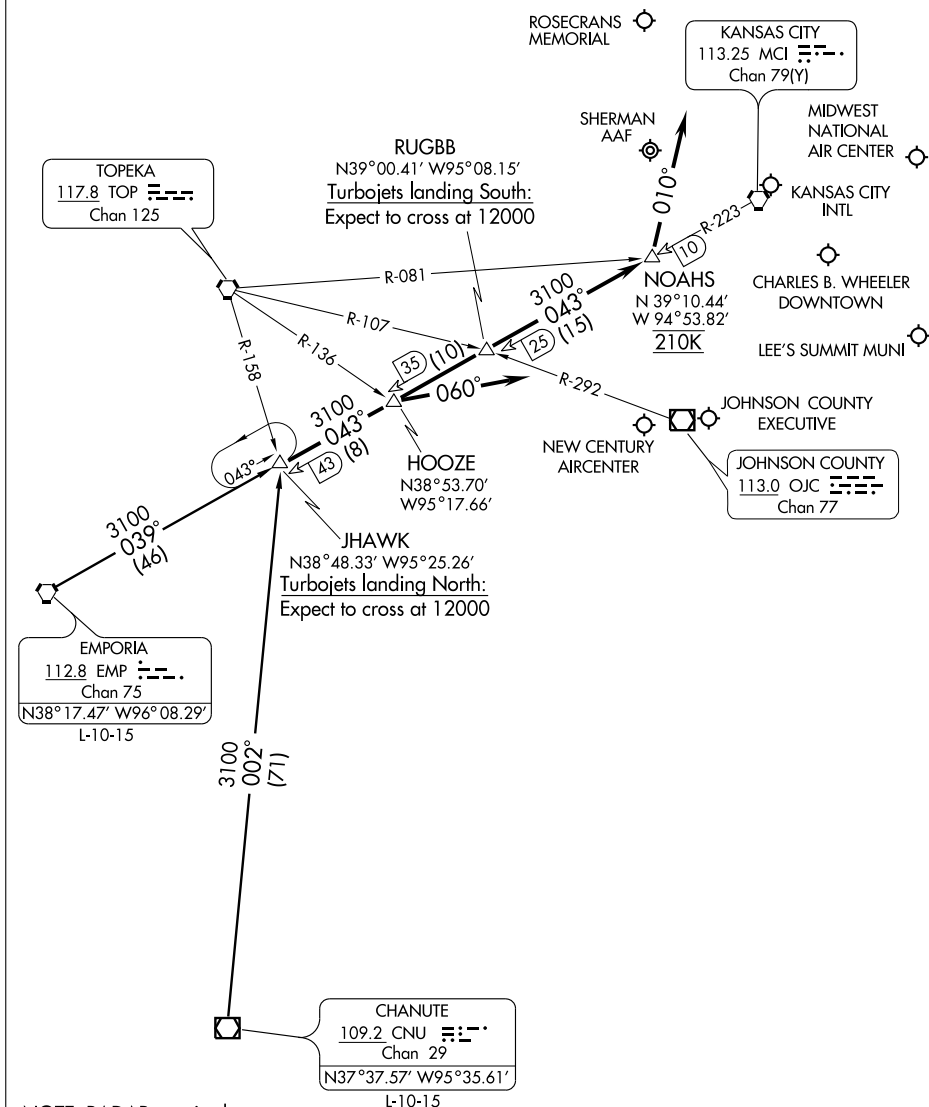
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-3: 22 OCT 2009 to 19 NOV 2009

## JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS  
128.375  
KANSAS CITY APP CON  
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

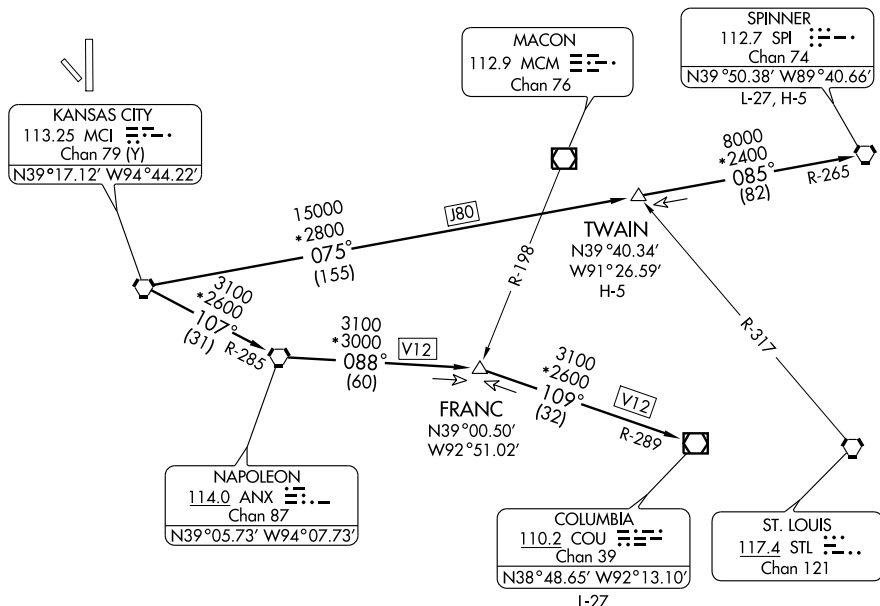
Thence...

....Expect radar vectors to final approach course.

ATIS 125 05

ST. JOSEPH DEP CON ★

120.35 360.8



## TAKE-OFF MINIMUMS

Rwy 13, 17, 35: Standard.

Rwy 31: 400-2¼ or standard with minimum climb of 325' per NM to 1300'.

## TAKE-OFF OBSTACLE NOTES

Rwy 13: Tree 3394' from DER, 655' left of centerline, 100' AGL/919' MSL.

Rwy 17: Trees beginning 2691' from DER, across courseline, up to 109' AGL/928' MSL.

Rwy 31: Trees beginning 1.18 NM from DER, 986' left of centerline, up to 100' AGL/1139' MSL.

NOTE: Chart not to scale

NOTE: RADAR required.

NOTE: DME required for TWAIN and SPINNER transitions.

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.CO.U): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT. then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

LOC I-STJ <b>110.3</b>	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>8059</b> <b>826</b> <b>826</b>
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# LOC BC RWY 17

ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

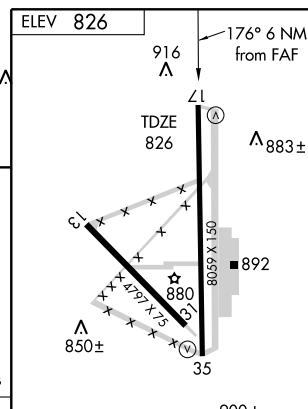
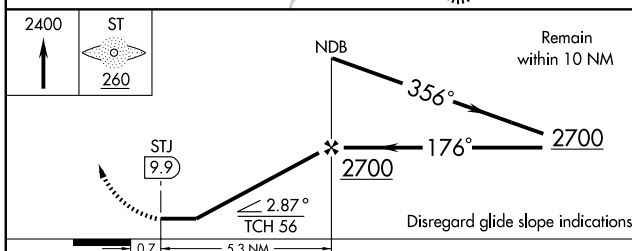
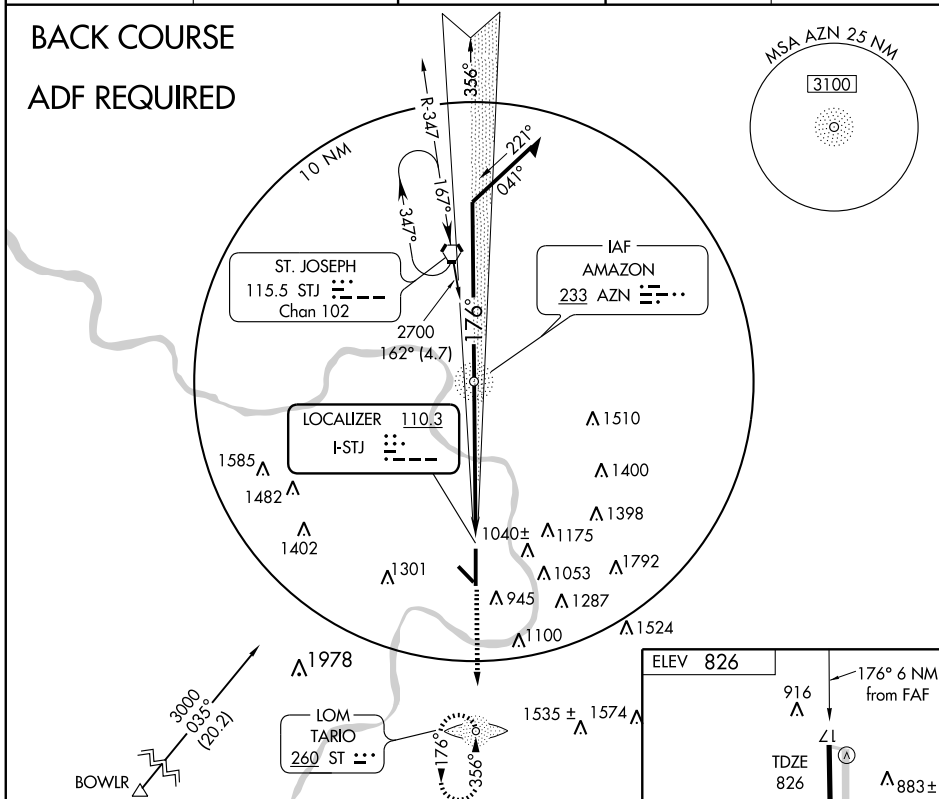
**ASR/PAR**

MISSED APPROACH: Climb to 2400 direct ST LOM and hold.

ATIS <b>125.05</b>	ST. JOSEPH APP CON ★ <b>120.35 360.8</b>	ST. JOSEPH TOWER ★ <b>126.9 (CTAF) 239.0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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## BACK COURSE

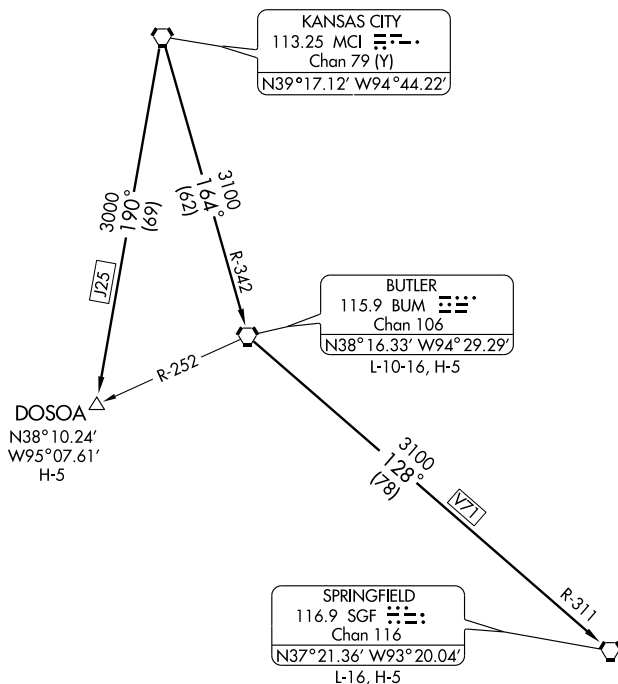
## ADF REQUIRED



CATEGORY	A	B	C	D
S-17	1200-1 374 (400-1)			1200-1¼ 374 (400-1¼)
CIRCLING	1400-1 574 (600-1)		1400-1½ 574 (600-1½)	1500-2¼ 674 (700-2¼)

REIL Rwy 17 and 35	900±
HIRL Rwy 17-35	880
FAF to MAP	5.3 NM
Knots	60 90 120 150 180
Min:Sec	5:18 3:32 2:39 2:07 1:46

ATIS 125.05  
ST. JOSEPH DEP CON ★  
120.35 360.8



NOTE: Chart not to scale

### DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.


**BUTLER TRANSITION (RACER3.BUM):** From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

**DOSOA TRANSITION (RACER3.DOSOA):** From over MCI VORTAC via MCI R-190 to DOSOA INT.

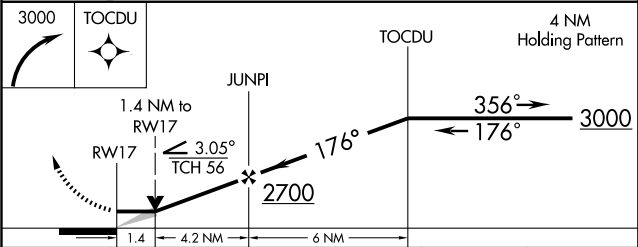
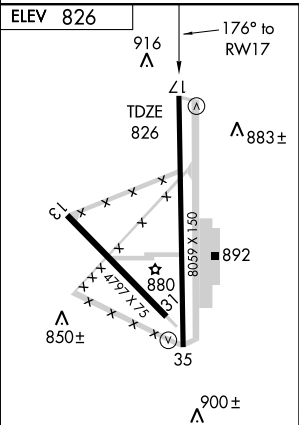
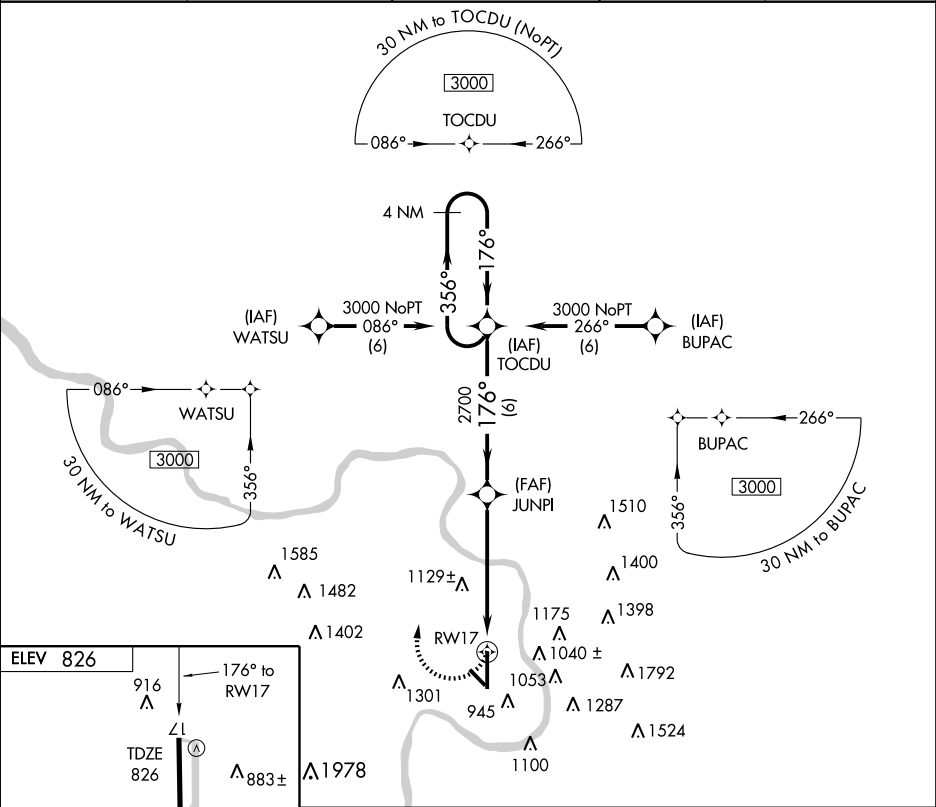
**SPRINGFIELD TRANSITION (RACER3.SGF):** From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

APP CRS	Rwy Idg	8059
176°	TDZE	826
	Apt Elev	826

RNAV (GPS) RWY 17  
ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

 NA ASR/PAR	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 3000 direct TOCDU WP and hold.
---	--	--

ATIS 125.05	ST. JOSEPH APP CON ★ 120.35 360.8	ST. JOSEPH TOWER ★ 126.9 (CTAF) 239.0	GND CON 121.9	UNICOM 122.95
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REIL Rwy 17 and 35  
HIRL Rwy 17-35

CATEGORY	A	B	C	D	E
LNAV MDA	1340-1	514 (600-1)	1340-1½ 514 (600-1½)	1340-1¾	514 (600-1¾)
CIRCLING	1400-1	574 (600-1)	1400-1½ 574 (600-1½)	1500-2¼	1760-3 934 (1000-3)

APP CRS	Rwy Idg	8059
356°	TDZE	814
	Apt Elev	826

# RNAV (GPS) RWY 35

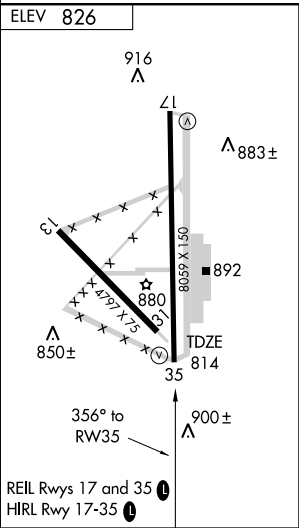
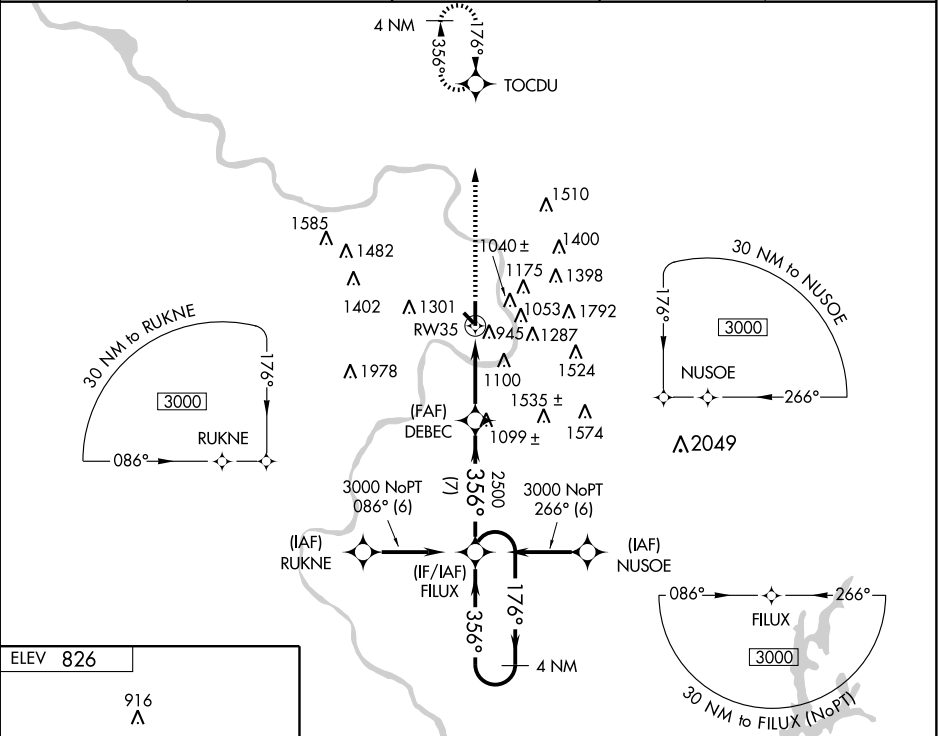
ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

**NA**  
ASR/ PAR

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
Baro-VNAV NA below -16°C (3° F).

MISSED APPROACH: Climb to 3000 direct TOCDU WP and hold.

ATIS 125.05	ST. JOSEPH APP CON ★ 120.35 360.8	ST. JOSEPH TOWER ★ 126.9 (CTAF) 239.0	GND CON 121.9	UNICOM 122.95
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<div>3000</div> <div>↑</div>		<div>TOCDU</div> <div></div>	<div>VGSI and descent angles not coincident.</div>		<div>FILUX</div>	<div>4 NM</div> <div>Holding Pattern</div>
<div>*LNAV only</div>		<div>*1 NM to RW35</div>	<div>DEBEC</div>	<div>356°</div>	<div>176°</div>	<div>3000</div>
<div>RW35</div>		<div>1 NM</div>	<div>4.1 NM</div>	<div>7 NM</div>	<div>2500</div>	<div>GS 3.00°</div> <div>TCH 50</div>
CATEGORY	A	B	C	D	E	
GLS PA DA	NA					
LNAV/VNAV DA	1240-1½ 426 (500-1½)					
LNAV MDA	1160/50 346 (400-1)			1160/60 346 (400-1¼)		
CIRCLING	1400-1½ 574 (600-1½)			1500-2¼ 674 (700-2¼)		1760-3 934 (1000-3)

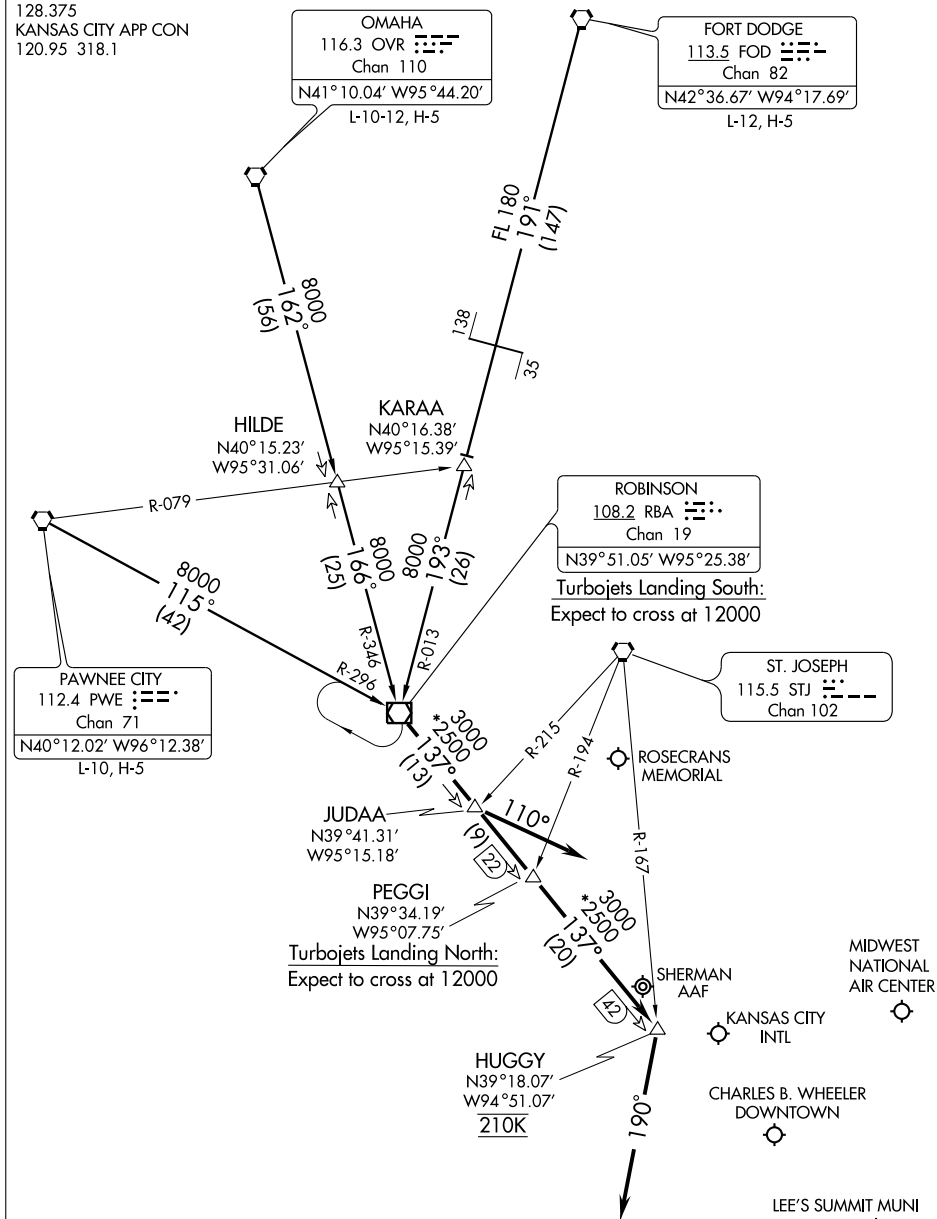


## ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS  
128.375  
KANSAS CITY APP CON  
120.95 318.1



NC-3, 22 OCT 2009 to 19 NOV 2009

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NEW CENTURY  
AIRCENTERJOHNSON COUNTY  
EXECUTIVE

## ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

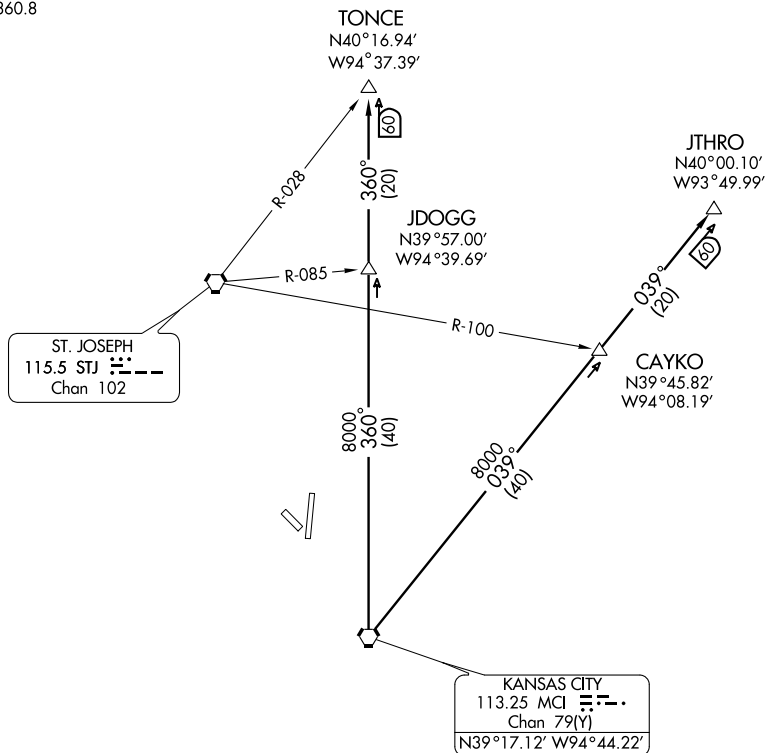
LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

ATIS 125.05  
ST. JOSEPH DEP CON ★  
120.35 360.8



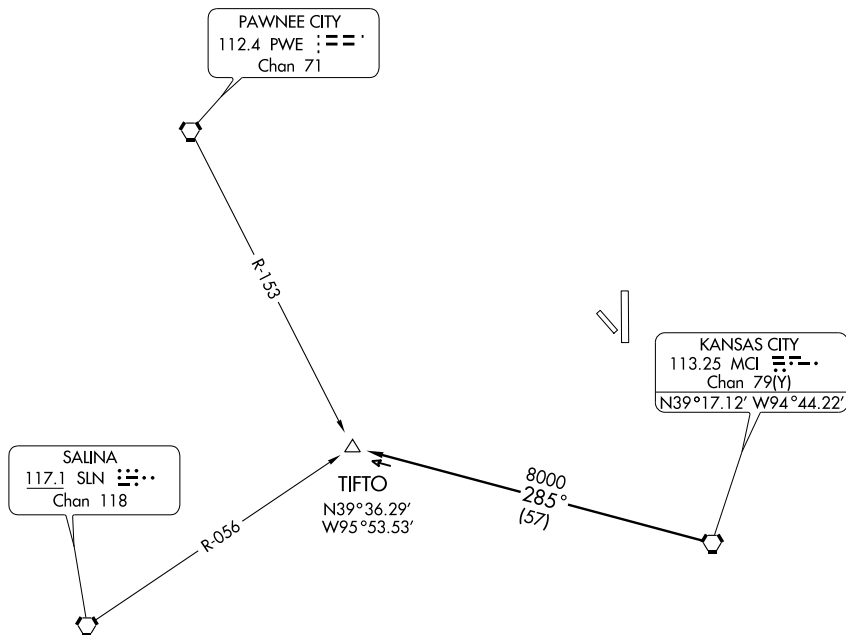
### DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

ATIS 125.05  
ST. JOSEPH DEP CON ★  
120.35 360.8



NOTE: Chart not to scale

### DEPARTURE ROUTE DESCRIPTION

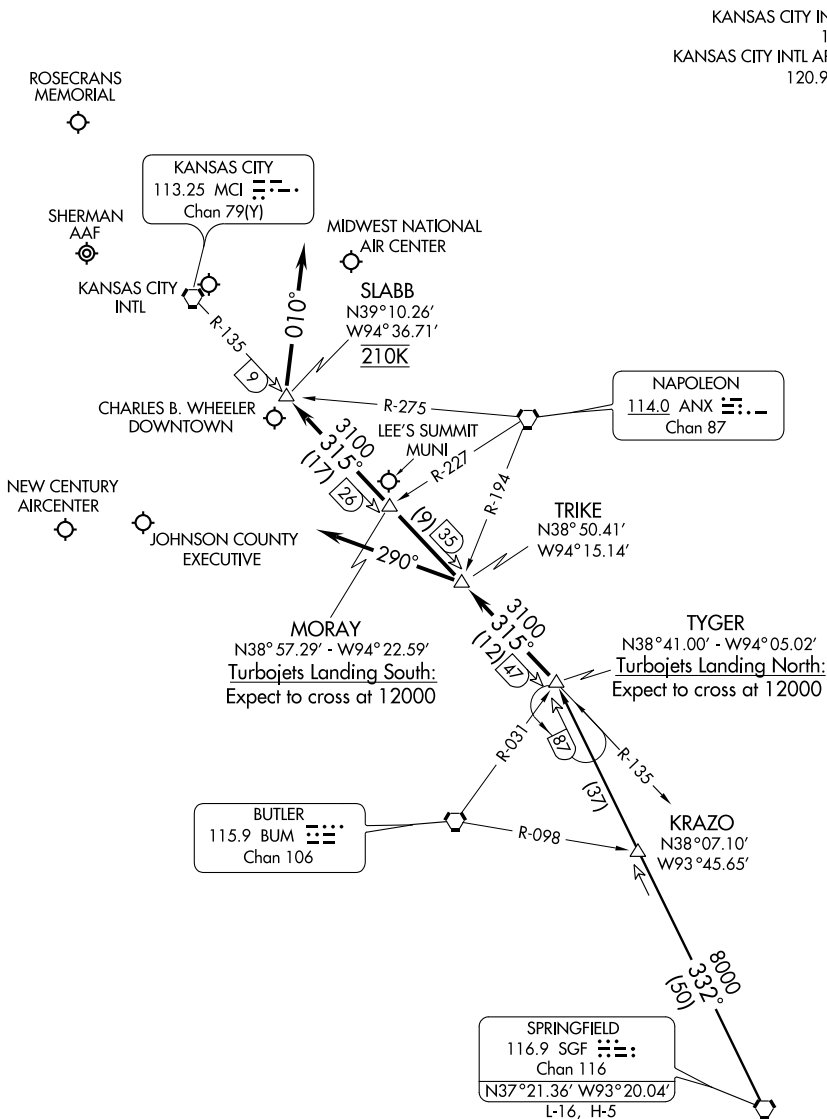
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

# (TYGER.TYGER6) 08101 TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 22 OCT 2009 to 19 NOV 2009

## ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

AL-359 (FAA)

STJ VORTAC <b>115.5</b> Chan <b>102</b>	APP CRS <b>348°</b>	Rwy Idg TDZE Apt Elev	<b>8059</b> <b>814</b> <b>826</b>
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VOR/DME or TACAN RWY 35

ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)



**A NA**  
**ASR/PAR**

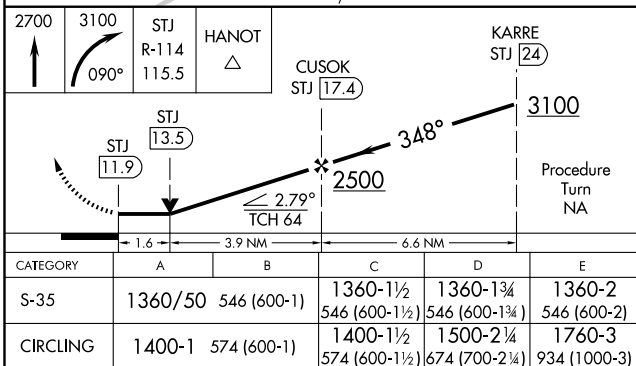
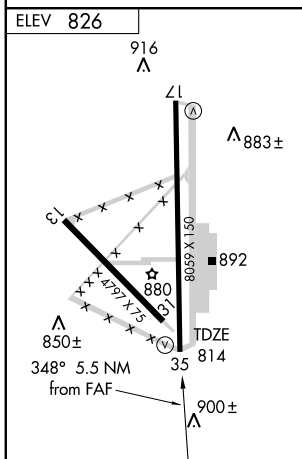
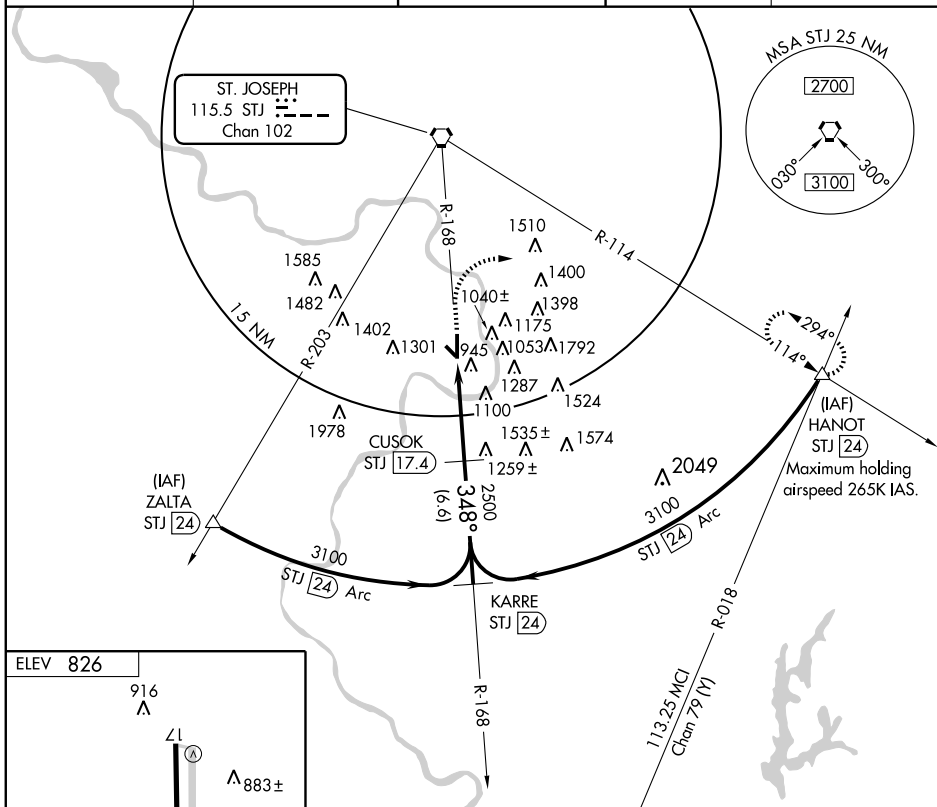
**MISSED APPROACH:** Climb to 2700 then climbing right turn to 3100 via heading 090° and STJ R-114 to HANOT/24 DME and hold.

ATIS  
125.05

ST. JOSEPH APP CON ★  
120-35 360-8

ST. JOSEPH TOWER ★  
126.9 (CTAF) ● 239.0

GND CON  
121.9

UNICOM  
122.95

REIL Rwy 17 and 35 **L**  
HIRL Rwy 17-35 **L**

NC-3, 22 OCT 2009 to 19 NOV 2009

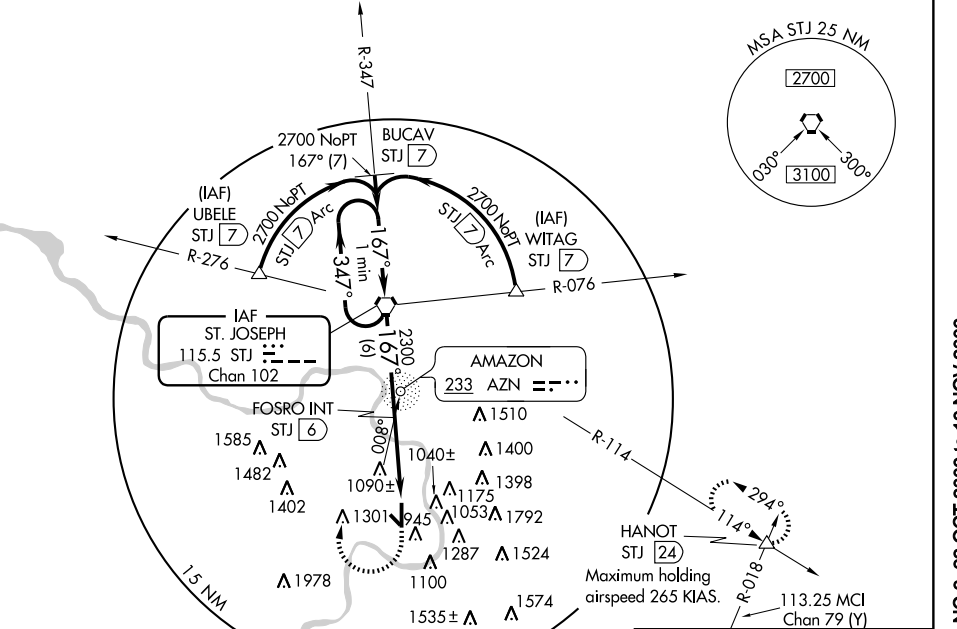
V

A

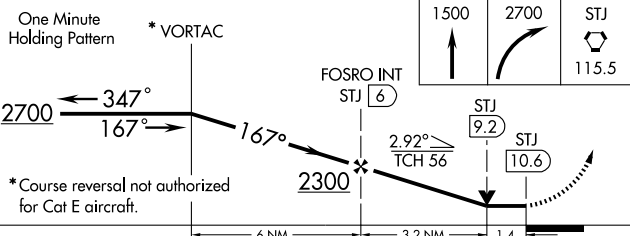
Missed approach to STJ VORTAC not authorized for Cat. E aircraft.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct STJ VORTAC and hold. (TACAN aircraft climb to 2300 then climbing left turn to 3100 direct HANOT/STJ 24 DME and hold NW, LT, 114° inbound).

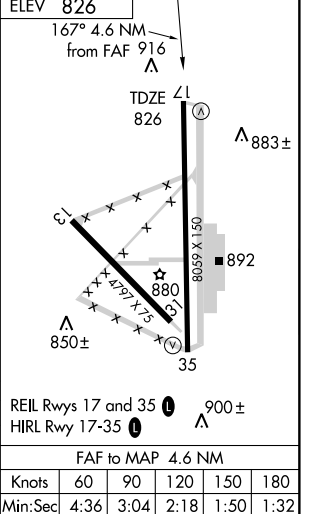
ATIS 125.05	ST. JOSEPH APP CON ★ 120.35 360.8	ST. JOSEPH TOWER ★ 126.9 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.95
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ADF or DME REQUIRED



CATEGORY	A	B	C	D	E
S-17	1340-1	514 (600-1)	1340-1½ 514 (600-1½)	1340-1¾	514 (600-1¾)
CIRCLING	1400-1	574 (600-1)	1400-1½ 574 (600-1½)	1500-2½ 674 (700-2½)	1760-3 934 (1000-3)



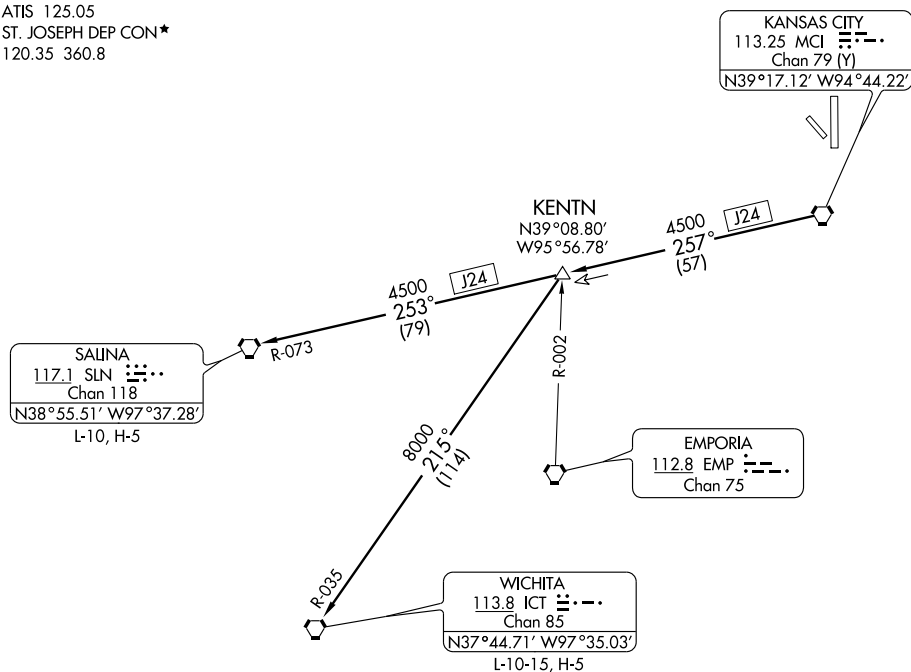


## WILDCAT TWO DEPARTURE

ATIS 125.05

ST. JOSEPH DEP CON★

120.35 360.8



NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

▼

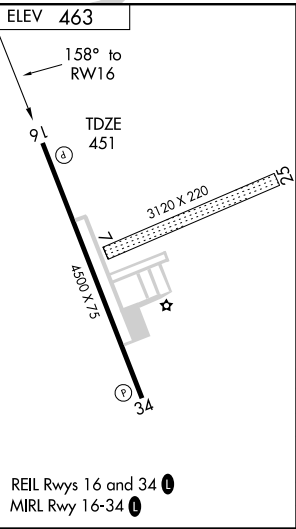
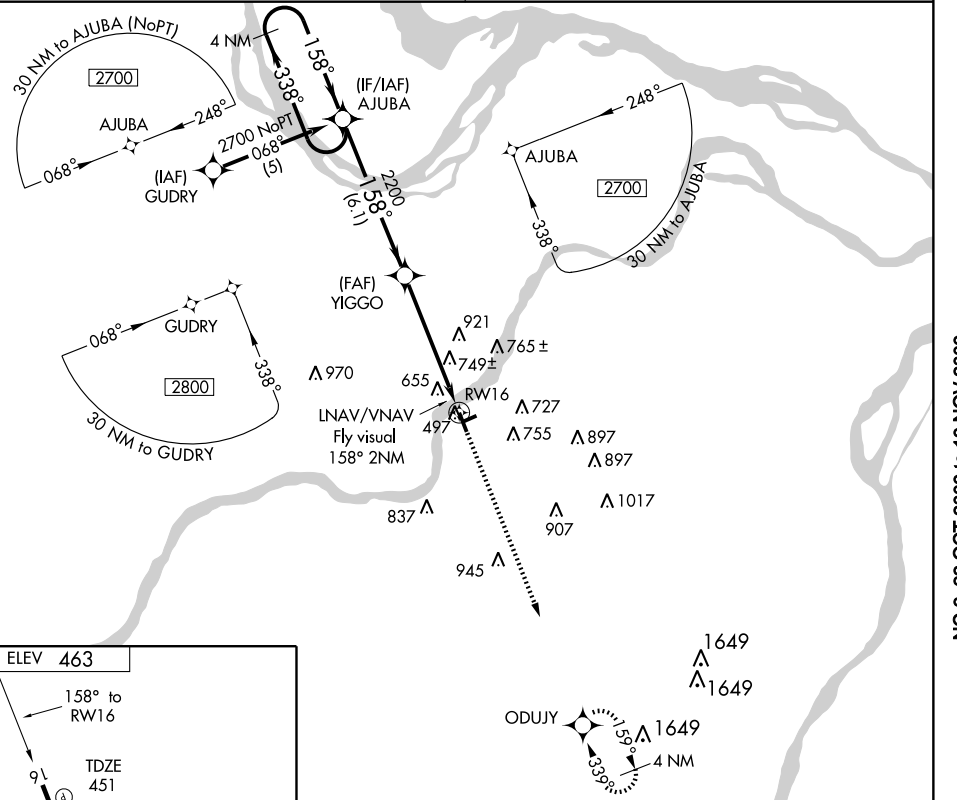
▲ NA

Use Lambert-St Louis Intl altimeter setting.  
Baro-VNAV NA. DME/DME RNP-0.3 NA.  
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 direct ODUJY and hold.

ST. LOUIS APP CON  
126.5 254.3

UNICOM  
122.8 (CTAF) 0



4 NM Holding Pattern		AJUBA		YIGGO		RW16	
2700		338°		158°		2200	
GS 3.00°		TCH 40		6.1 NM		5.3 NM	
LNAV/VNAV		Fly visual		158° 2NM		2800	
ODUJY		4 NM		159°		339°	
CATEGORY		A		B		C	
LPV DA		912-1¾ 461 (500-1¾)				NA	
LNAV/VNAV DA		1130-2 679 (700-2)				NA	
LNAV MDA		1160-1 709 (700-1)				NA	
CIRCLING		1160-1 697 (700-1)				NA	

REIL Rwy 16 and 34 1  
MIRL Rwy 16-34 1

▽

NA

Use Lambert-St Louis Intl altimeter setting.  
Baro-VNAV NA. DME/DME RNP-0.3 NA.  
Visibility reduction by helicopters NA.

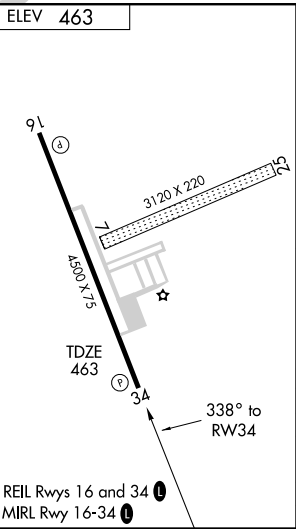
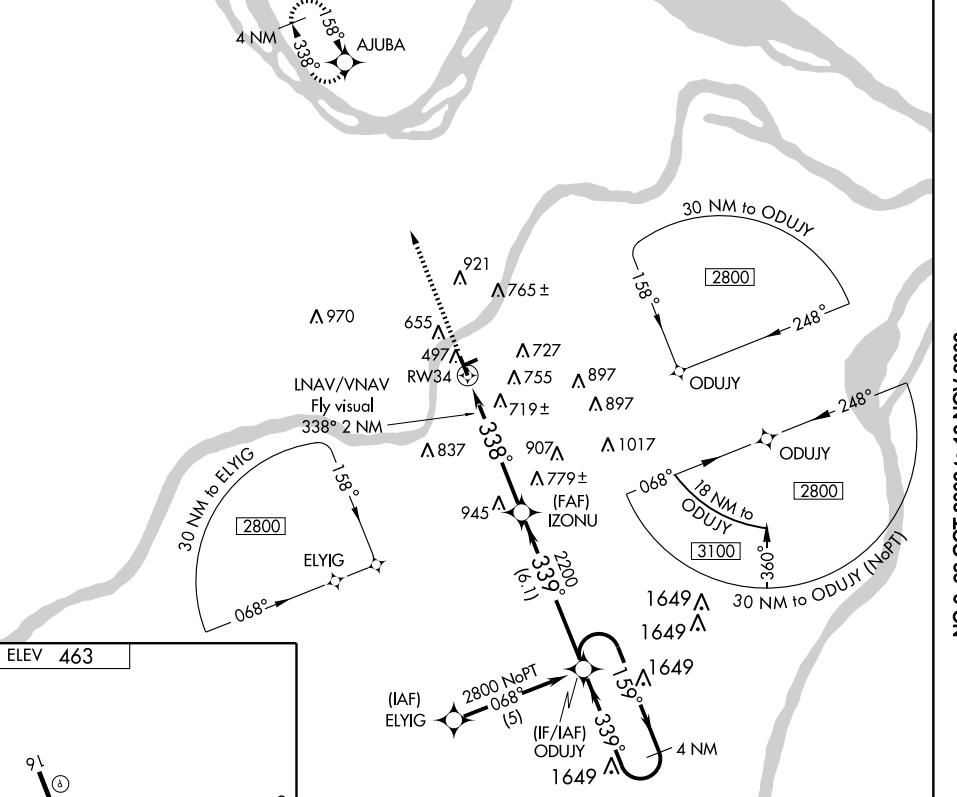
MISSED APPROACH: Climb to 2700 direct AJUBA and hold.

ST. LOUIS APP CON

126.5 254.3

UNICOM

122.8 (CTAF) 0



2700	AJUBA	VGSI and RNAV glidepath not coincident.	ODUJY	4 NM Holding Pattern
		IZONU		
	RW34			
	LNNAV/VNAV Fly visual 338° 2 NM			
		5.3 NM	6.1 NM	
CATEGORY	A	B	C	D
LPV DA	809-1¼ 346 (400-1¼)			NA
LNNAV/VNAV DA	1131-2 668 (700-2)			NA
LNNAV MDA	1080-1 617 (700-1)			NA
CIRCLING	1080-1 617 (700-1)			NA

NC-3, 22 OCT 2009 to 19 NOV 2009

▼

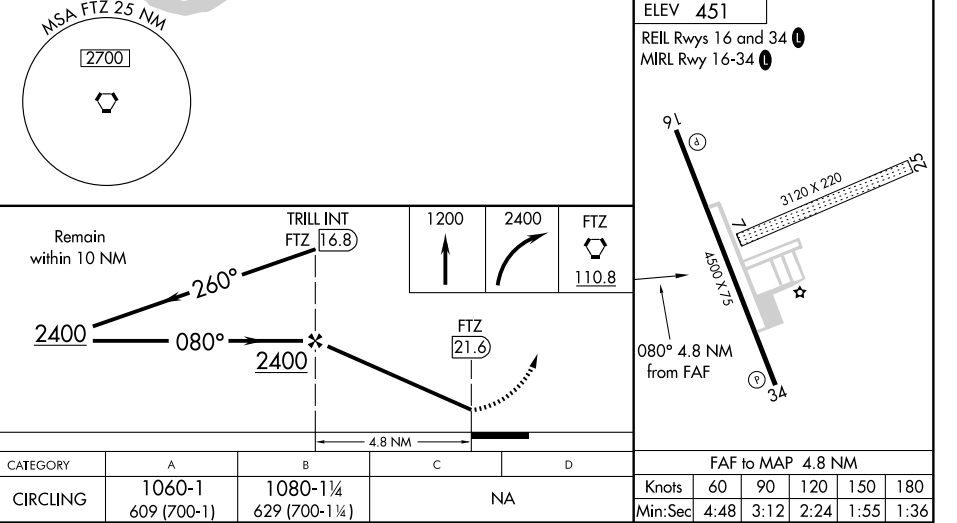
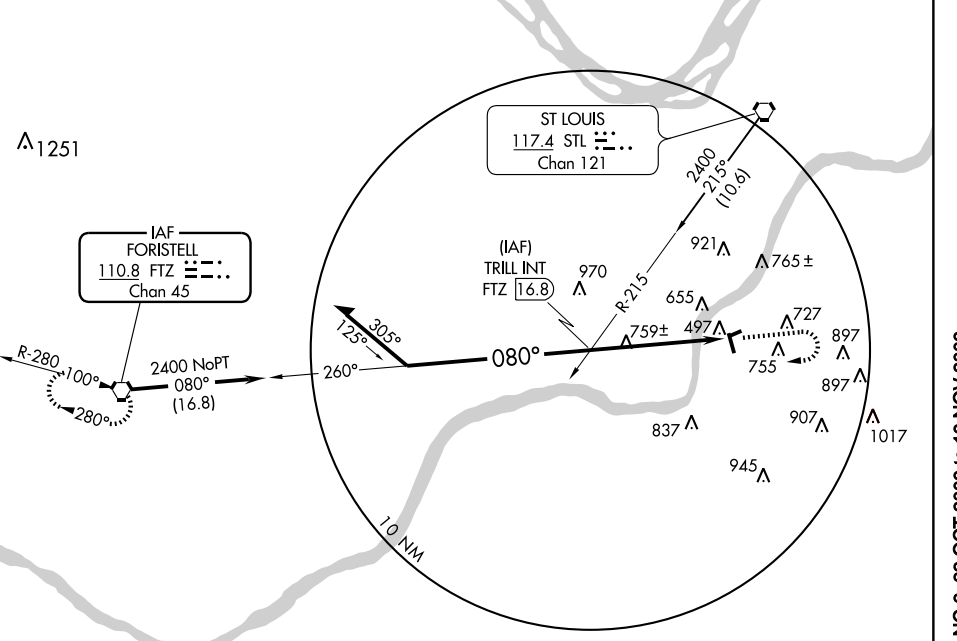
NA

Use Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct FTZ VORTAC and hold.

ST. LOUIS APP CON
126.5 254.3

UNICOM
122.8 (CTAF) 0



## AL-360 (FAA)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
REDBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

784

## BLUES TWO DEPARTURE

SL-360 (FAA)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

ST. LOUIS, MISSOURI

CINC DEL  
119.5 363.1  
GND CON  
121.9 348.6 (Inbound)  
121.65 387.05 (Outbound)  
118.925 227.125 (WEST)  
GND METER  
127.55 360.2 (EAST)  
121.075 346.35 (WEST)  
ST. LOUIS DEP CON  
119.15 335.5

CARDINAL  
116.45 CSX   
Chan 111(Y)  
N38°45.16'-W90°21.65'

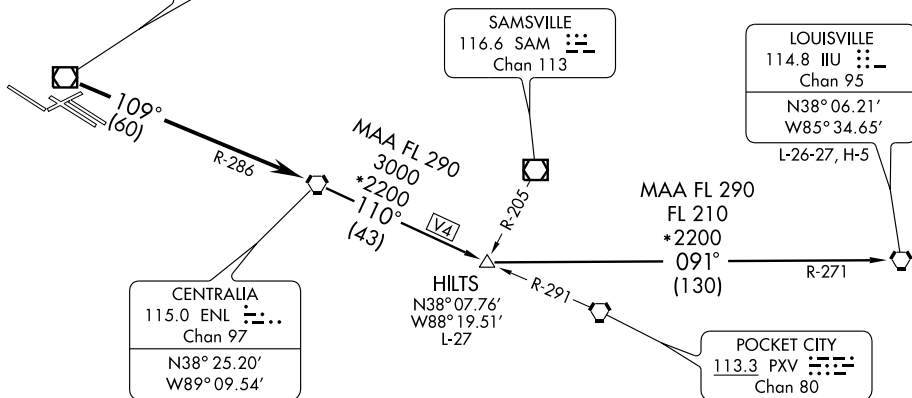
SAMSVILLE  
116.6 SAM   
Chan 113

LOUISVILLE  
114.8 IIU   
Chan 95  
N38°06.21'  
W85°34.65'  
L-26-27, H-5

CENTRALIA  
115.0 ENL   
Chan 97  
N38°25.20'  
W89°09.54'

HILTS  
N38°07.76'  
W88°19.51'  
L-27

POCKET CITY  
113.3 PXV   
Chan 80



NOTE: For Turbojets only.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

## CARDS SEVEN DEPARTURE

SL-360 (FAA)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

ST. LOUIS, MISSOURI

CLNC DEL  
119.5 363.1  
GND CON  
121.9 348.6 (Inbound)  
121.65 387.05 (Outbound)  
118.925 227.125 (WEST)  
GND METER  
127.55 360.2 (EAST)  
121.075 346.35 (WEST)  
ST. LOUIS DEP CON  
119.15 335.5


## TAKE-OFF MINIMUMS

Rwy 6, 12L, 12R, 24, 30L: Standard.

Rwy 30R: 200-1¼ or standard with minimum climb of 276' per NM to 800'.

NOTE: DME and RADAR required.

(NOTES CONTINUED ON FOLLOWING PAGE)

BRADFORD  
114.7 BDF   
Chan 94  
N41°09.58'-W89°35.27'  
L-27, H-5

SPINNER  
2.7 SPI  $\ddot{\div} - \cdot$   
Chan 74  
0.38'-W89°40.66'  
L-27, H-5

113.6 UIN   
Chan 83

SKUTR  
N40°04.10'  
W90°03.66'

NEENS  
N40°14.89'  
W90°31.90'  
L-27


22 LEBOY  
N39°26.00'  
W90°34.38'  
1-27


MYKEY  
N39°23.05'  
W90°25.92'

SKYPE  
N39°21.64'  
W90°13.43'

DEECE  
N39°22.12'  
W90°33.17'

TEWHY  
N39°19.37'  
W90°00.33'

ST. LOUIS  
117.4 STL   
Chan 121

CARDINAL  
116.45 CSX   
Chan 111(Y)  
N38°45.16'-W90°21.65'

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NC-3. 22 OCT 2009 to 19 NOV 2009



## DEPARTURE ROUTE DESCRIPTION

Turbojet departures climb and maintain 5000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure. Propeller driven departures climb and maintain 3000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 and SPI R-207 to SPI VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 6: Railroad 577' from DER, 618' left of centerline, 23' AGL/557' MSL.

OL on LDA 1037' from DER, 709' right of centerline, 391' AGL/573' MSL.

Pole 1368' from DER, 635' right of centerline, 28' AGL/568' MSL.

Antenna on bldg 2478' from DER, 1012' right of centerline, 30' AGL/598' MSL.

Rwy 12L: OL on DME 551' from DER, 258' left of centerline, 20' AGL/619' MSL.

Rwy 12R: Traffic sign 1416' from DER, 705' right of centerline, 7' AGL/636' MSL.

Bush 1791' from DER, 503' right of centerline, 7' AGL/636' MSL.

Tree 1933' from DER, 370' left of centerline, 88' AGL/657' MSL.

Tree 2228' from DER, 162' left of centerline, 75' AGL/654' MSL.

Sign 2804' from DER, 873' right of centerline, 93' AGL/672' MSL.

Rwy 24: Multiple trees and antenna beginning 3766' from DER, 899' right of centerline, up to 115' AGL/704' MSL.

Rwy 30L: Ground beginning at DER, 157' right of centerline, up to 592' MSL.

Multiple trees and poles beginning 1684' from DER, 641' left of centerline, 107' AGL/684' MSL.

Rwy 30R: OL on GS 950' from DER, on centerline, 28' AGL/587' MSL.

Multiple buildings and antenna beginning 1374' from DER, 709' right of centerline, up to 81' AGL/611' MSL.

Multiple trees and antenna beginning 4240' from DER, 253' right of centerline, up to 142' AGL/741' MSL.



# GATEWAY FOUR DEPARTURE

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)  
SL-360 (FAA)  
ST. LOUIS, MISSOURI

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY4:BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY4:VHP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY4:CREP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY4:JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY4:ROD): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.

CUNC DEL  
119.5 363.1  
GND CON  
121.9 348.6 (Inbound)  
121.65 387.05 (Outbound)  
118.925 227.125 (WEST)  
GND METEOR  
127.55 360.2 (EAST)  
121.075 346.35 (WEST)  
ST. LOUIS DEP CON  
119.15 335.5

ROSEWOOD  
117.5 ROD  
Chan 122  
N40°17.27'  
W84°02.59'  
L-27, H-10

BRICKYARD  
116.3 VHP  
Chan 110  
N39°48.88'  
W86°22.05'  
L-27, H-5

ST. LOUIS  
117.4 STL  
Chan 121  
N38°51.64'-W90°28.94'

CARDINAL  
116.45 CSX  
Chan 111(Y)  
N38°45.16'-W90°21.65'

BIBLE GROVE  
109.0 BIB  
Chan 27  
N38°55.22'  
W88°28.91'  
L-27, H-5

MATTOON  
109.4 MTO  
Chan 31  
N38°55.22'  
W88°28.91'

TERRE HAUTE  
115.3 TTH  
Chan 100  
N38°55.22'  
W88°28.91'

SHELBYVILLE  
112.0 SHB  
Chan 57  
N39°37.95'  
W85°49.46'

TOY  
116.0 TOY  
Chan 107  
N38°44.35'-W89°55.12'

CENTRALIA  
115.0 ENL  
Chan 97  
N38°44.35'-W89°55.12'

WORKE  
N39°07.05'  
W87°46.42'

KELLY  
N39°24.82'  
W86°40.29'

CREEP  
N39°55.25'  
W84°18.52'  
H-10

NOTE: For Turbojet aircraft only.  
NOTE: Chart not to scale.

LOC/DME I-JAK <u>110.3</u> Chgn <b>40</b>	APP CRS <b>063°</b>	Rwy Idg <b>7602</b> TDZE <b>551</b> Apt Elev <b>618</b>
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ILS or LOC RWY 6  
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

**T** When MALSR inoperative, increase visibility S-ILS 6 Cat E  $\frac{1}{4}$  mile and S-LOC 6 Cat E  $\frac{1}{2}$  mile.

MALSR

**MISSED APPROACH:** Climb to 3000 direct ZUMAY LOM and hold, continue climb-in-hold to 3000.

ATIS	ST. LOUIS APP CON
125.025 379.925	133.55 338.25

ST. LOUIS TOWER  
N 120.05 284.6 S 118.5 257.7  
W 132.475 239.275

GND CON	
121.9	348.6 (Inbound)
121.65	387.05 (Outbound)
118.925	227.125 (West)

CLNC DEL	
<b>119.5</b>	<b>363.1</b>

ALTERNATE MISSED  
APCH FIX  

IAF  
FORISTELL  
110.8 FTZ  $\Xi = \cdot$   
Chan 45

CCCCCCCCCCCCCCCC 5000  
095°  
(16.3)

ADF REQUIRED

Procedure NA for arrival on FTZ VORTAC airway radials 082 CW 095.

CATEGORY	A	B	C	D	E
S-ILS 6	801/40 250 (200-¾)				
S-LOC 6	980/24 429 (400-½)	980/40 429 (400-¾)		980/50 429 (400-1)	

ELEV 618	D
Rwy 6-24 7602 X 150	
Rwy 11-29 9001 X 150	
Rwy 12L-30R 9003 X 150	
Rwy 12R-30L 11019 X 200	

HIRL all Rwy's  
REIL Rwy's 12L and 30L  
TDZ/CL Rwy's 11, 12L, 12R, 29, and 30R

FAF to MAP 5 NM

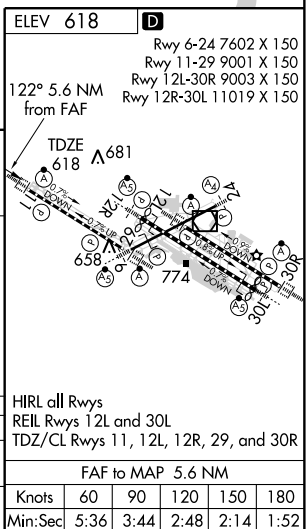
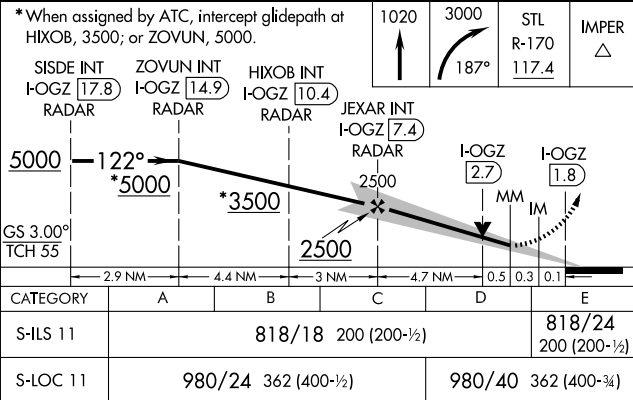
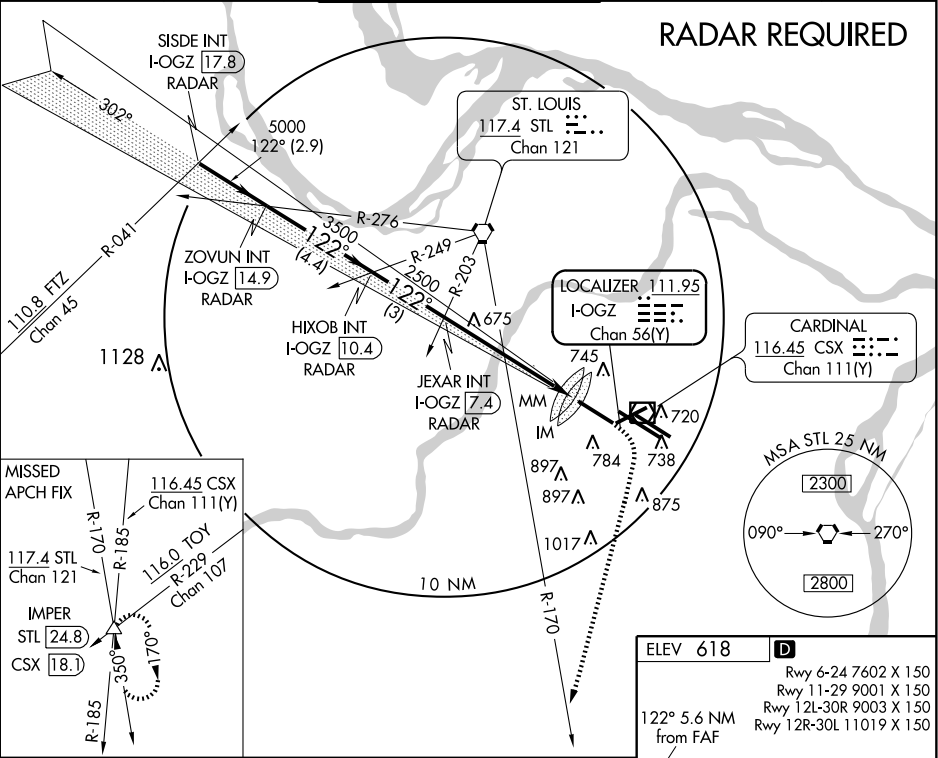
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

LOC/DME I-OGZ	APP CRS	Rwy Idg	9001
111.95	122°	TDZE	618
Chan 56(Y)		Apt Elev	618

ILS or LOC RWY 11

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to RVR 6000.		ALSF-2	MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)
			CLNC DEL 119.5 363.1



When ALSF-2 inoperative, increase Cat E S-ILS visibility to RVR 4000 and LOC visibility to 1½ miles.

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

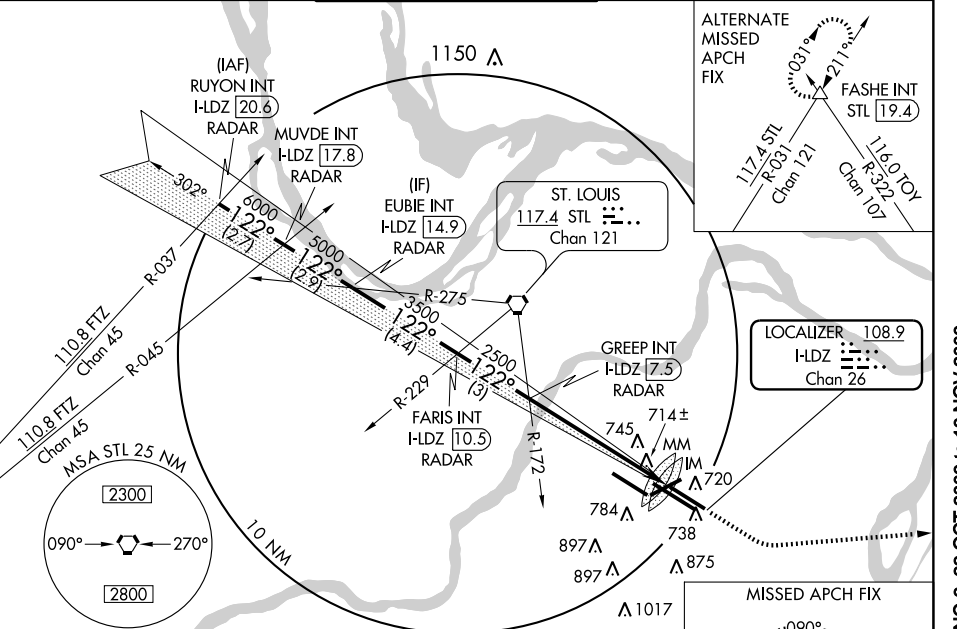
ATIS  
125.025 379.925

ST. LOUIS APP CON  
133.55 338.25

ST. LOUIS TOWER  
N 120.05 284.6 S 118.5 257.7  
W 132.475 239.275

GND CON  
121.9 348.6 (Inbound)  
121.65 387.05 (Outbound)  
118.925 227.125 (West)

CLNC DEL  
119.5 363.1



ELEV 618

Rwy 6-24 7602 X 150  
Rwy 11-29 9001 X 150  
Rwy 12L-30R 9003 X 150  
Rwy 12R-30L 11019 X 150

122° 5.9 NM from FAF

681 TDZE 541

HIRL all Rwws  
REIL Rwws 12L and 30L  
TDZ/CL Rwws 11, 12L, 12R, 29, and 30R

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

RADAR and DME REQUIRED

\*When assigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

RUYON INT I-LDZ [20.6] RADAR

MUVDE INT I-LDZ [17.8] RADAR

EUBIE INT I-LDZ [14.9] RADAR

FARIS INT I-LDZ [10.5] RADAR

GREEP INT I-LDZ [7.5] RADAR

VGSI and ILS glidepath not coincident

2500 3000 TOY 116.0

GS 3.00° TCH 54

6000 \*6000 \*5000 \*3500 2500 2500

2.7 NM 2.9 NM 4.4 NM 3 NM 4.7 NM 0.7 0.3 0.2

CATEGORY	A	B	C	D	E
S-ILS 12L	741/18 200 (200-½)				741/24 200 (200-½)
S-LOC 12L	980/24 439 (400-½)		980/40 439 (400-¾)		980/50 439 (400-1)

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▼

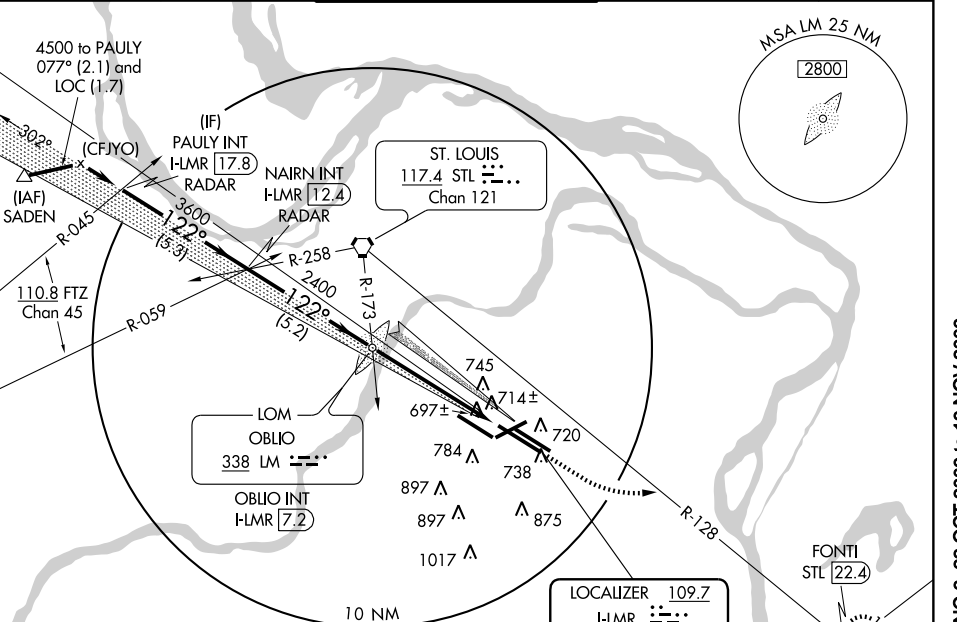
Inoperative table does not apply.  
Simultaneous approach authorized with  
LDA/DME Rwy 12L approach.

MALSR  
Rwy 12R

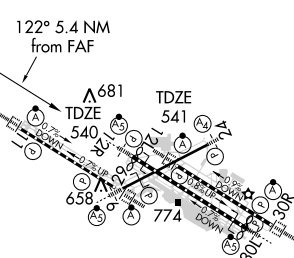
ALSf-2  
Rwy 12L

MISSED APPROACH: Climb to 1500 then climbing left turn  
to 5000 intercept STL VORTAC R-128 to FONTI INT/STL  
22.4 DME and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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ELEV 618	D
Rwy 6-24 7602 X 150	
Rwy 11-29 9001 X 150	
Rwy 12L-30R 9003 X 150	
Rwy 12R-30L 11019 X 200	



HIRL all Rwys
REIL Rws 12L and 30L
TDZ/CL Rws 11, 12L, 12R, 29, and 30R
FAF to MAP 5.4 NM
Knots 60 90 120 150 180
Min:Sec 5:24 3:36 2:42 2:10 1:48

Procedure Turn NA	PAULY INT I-LMR 17.8	NAIRN INT I-LMR 12.4	OBLJO LOM/INT I-LMR 7.2	I-LMR 3	I-LMR 1.8	1500	5000	STL R-128 117.4	FONTI △
GS 3.00° TCH 54	4500	3600	2400	2327					
	5.3 NM	5.2 NM	4.2 NM	1.2 NM					
CATEGORY	A	B	C	D	E				
S-ILS 12R	790/40 250 (200-¾)								
S-LOC 12R	960/40 420 (400-¾)								960/50 420 (400-1)
SIDESTEP RWY 12L	980-1 439 (400-1)		980-1½ 439 (400-1½)		980-2 439 (400-2)				

LOC/DME I-STL	APP CRS	Rwy Idg	7602
110.3	243°	TDZE	534
Chan 40		Apt Elev	604

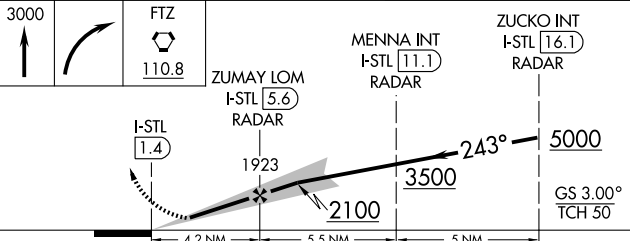
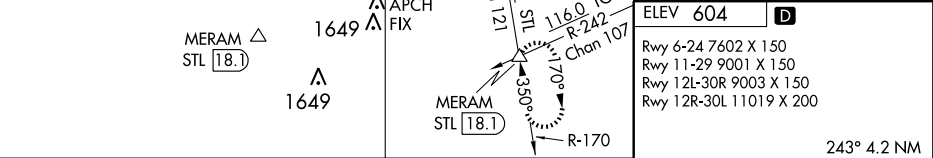
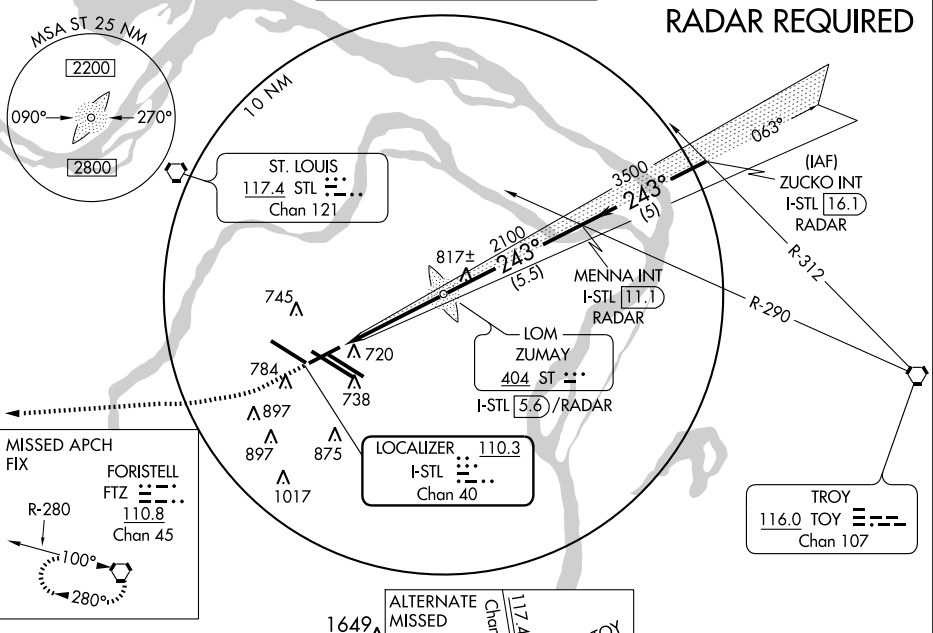
**⚠** Inoperative table does not apply to S-LOC 24 Cat C.  
When MALS inoperative, increase visibility S-LOC 24  
Cat E ¼ mile.

**MALS**

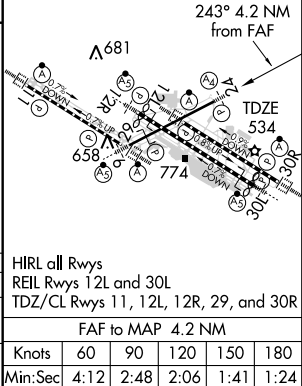
**(A<sub>3</sub>)**

**MISSED APPROACH:** Climb to 3000 then right turn direct  
FTZ VORTAC and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



CATEGORY	A	B	C	D	E
S-ILS 24	784/40 250 (200-¾)				
S-LOC 24	1000/40 466 (400-¾)	1000/60 466 (400-1¼)	1000-1½ 466 (400-1½)		



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For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 5000; S-LOC Cats A/B visibility to RVR 5000, Cat E visibility to 1¾; JUTNI FIX MINIMUMS increase S-LOC Cats A/B visibility to RVR 5000, Cat E visibility to 1½. Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climb to 1040 then climbing left turn to 3000 via heading 285° and CSX VOR/ DME R-280 to HULSO/CSX 16 DME and hold.

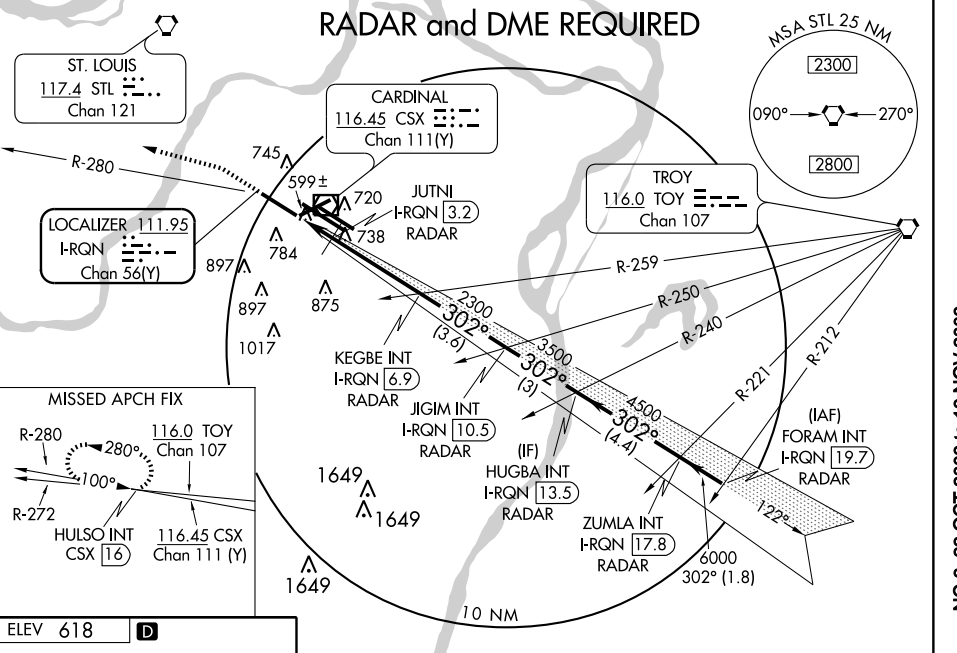
ATIS  
125.025 379.925

ST. LOUIS APP CON  
133.55 338.25

ST. LOUIS TOWER  
N 120.05 284.6 S 118.5 257.7  
W 132.475 239.275

GND CON  
121.9 348.6 (Inbound)  
121.65 387.05 (Outbound)  
118.925 227.125 (West)

CLNC DEL  
119.5 363.1



ELEV 618	D					
Rwy 6-24 7602 X 150 Rwy 11-29 9001 X 150 Rwy 12L-30R 9003 X 150 Rwy 12R-30L 11019 X 150						
HIRL all Rwys REIL Rws 12L and 30L TDZ/CL Rws 11, 12L, 12R, 29, and 30R						
FAF to MAP 5.2 NM						
Knots Min:Sec		60 5:12	90 3:28	120 2:36	150 2:05	180 1:44
CATEGORY						
S-ILS 29		830/40 250 (300-¾)				
S-LOC 29		1100/40 520 (500-¾)		1100/50 520 (500-1)		1100/60 520 (500-1½)
JUTNI FIX MINIMUMS						
S-LOC 29		1000/40 420 (400-¾)				1000/50 420 (400-1)

1040  
285°

CSX  
R-280  
116.45

HULSO INT  
CSX 16

\* When assigned by ATC, intercept glidepath at JIGIM, 3500; or HUGBA, 4500; or ZUMLA, 6000.

Disregard IM indications  
Autopilot coupled approach NA.  
% LOC only

VGSi and ILS glidepath not coincident

JUTNI I-RQN 3.2 RADAR

KEGBE INT I-RQN 6.9 RADAR

JIGIM INT I-RQN 10.5 RADAR

HUGBA INT I-RQN 13.5 RADAR

ZUMLA INT I-RQN 17.8 RADAR

FORAM INT I-RQN 19.7 RADAR

302° 5.2 NM from FAF

1.5 NM 3.7 NM 3.6 NM 3 NM 4.4 NM 1.8 NM

1100% 2300 3500\* 4500\* 6000\*

GS 3.00° TCH 56

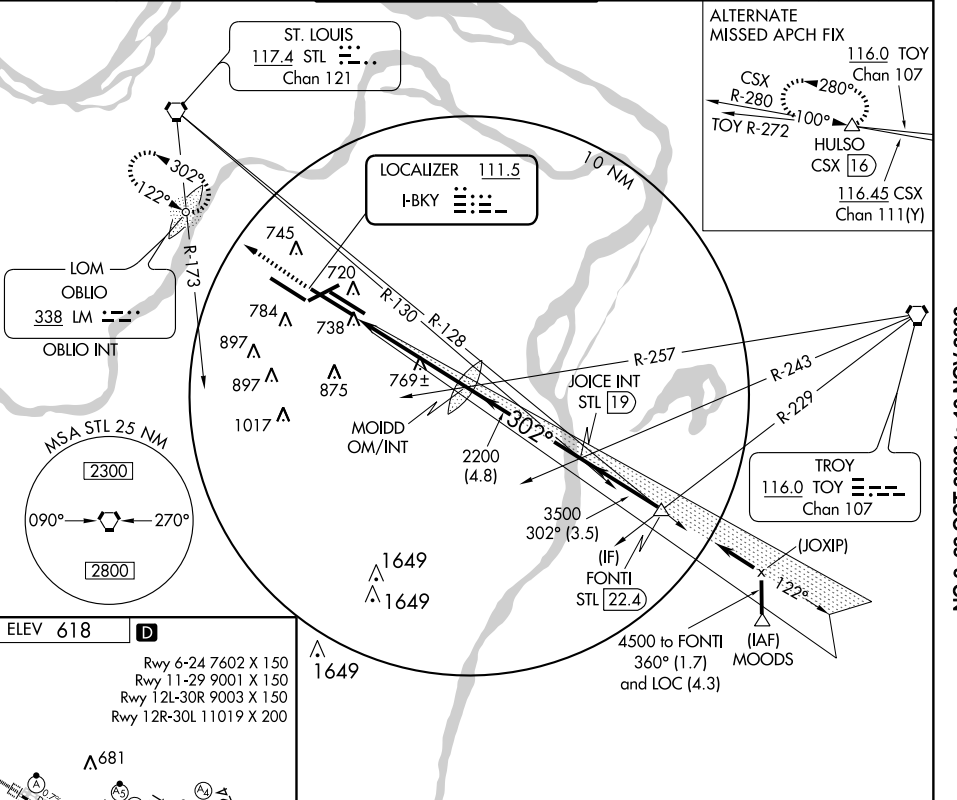
LOC I-BKY <b>111.5</b>	APP CRS <b>302°</b>	Rwy Idg <b>10818</b> TDZE <b>583</b> Apt Elev <b>618</b>	
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**ADF required.**  
For inoperative MALSR, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 2 miles.  
\* RVR 1800 authorized with the use of HD or AP or HUD to DA.

**MALSR**

**MISSED APPROACH:** Climb to 3000 then direct OBLIO LOM/INT and hold.

ATIS <b>125.025 379.925</b>	ST. LOUIS APP CON <b>133.55 338.25</b>	ST. LOUIS TOWER <b>N 120.05 284.6 S 118.5 257.7</b> <b>W 132.475 239.275</b>	GND CON <b>121.9 348.6 (Inbound)</b> <b>121.65 387.05 (Outbound)</b> <b>118.925 227.125 (West)</b>	CLNC DEL <b>119.5 363.1</b>
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**ELEV 618**

**D**

Rwy 6-24 7602 X 150  
Rwy 11-29 9001 X 150  
Rwy 12L-30R 9003 X 150  
Rwy 12R-30L 11019 X 200

**HIRL all Rwws**  
**REIL Rwws 12L and 30L**  
**TDZ/CL Rwws 11, 12L, 12R, 29, and 30R**

**FAF to MAP 4.7 NM**

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

**Procedure Turn NA**

**MOIDD OM/INT** 2162

**JOICE INT STL [19]**

**FONTI STL [22.4]**

**302°**

**4500**

**3500**

**2200**

**4.7 NM**

**4.8 NM**

**3.5 NM**

**GS 3.00°**  
**TCH 58**

CATEGORY	A	B	C	D	E
S-ILS 30L	* 783/24 200 (200-½)				
S-LOC 30L	1140/24 557 (600-½)	1140/50 557 (600-1)	1140/60 557 (600-1¼)	1140-1½	557 (600-1½)

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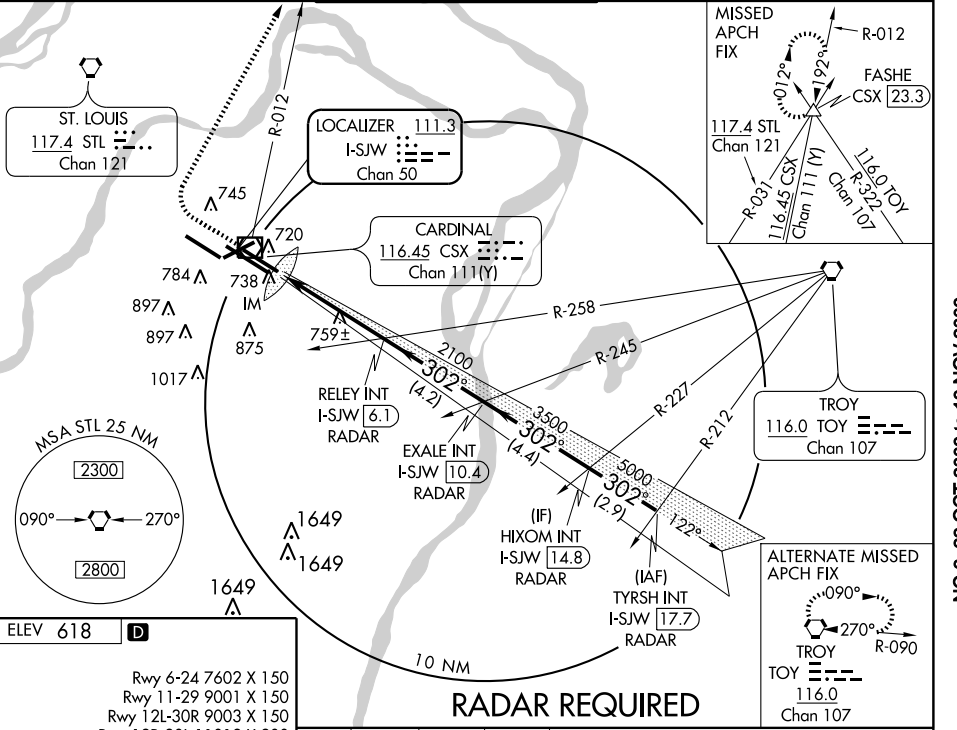


When ALSF inoperative, increase S-ILS visibility  
Cat. E ¼ mile and S-LOC Cat. E ½ mile.  
Disregard OM indication.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing  
right turn to 3000 via heading 030° and CSX VOR/DME  
R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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Rwy 6-24 7602 X 150  
Rwy 11-29 9001 X 150  
Rwy 12L-30R 9003 X 150  
Rwy 12R-30L 11019 X 200

TDZE 605

302° 4.5 NM from FAF

HIRL all Rwys  
REIL Rwy 12L and 30L  
TDZ/CL Rwy 11, 12L, 12R, 29, and 30R

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

1020 ↑	3000 ↗ 030°	CSX R-012 116.45	FASHE △	*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.		
			RELEY INT I-SJW [6.1] RADAR	EXALE INT I-SJW [10.4] RADAR	HIXOM INT I-SJW [14.8] RADAR	TYRSH INT I-SJW [17.7] RADAR
CATEGORY		A	B	C	D	E
S-ILS 30R		805/18 200 (200-½)				805/24 200 (200-½)
S-LOC 30R		1020/24 415 (500-½)				1020/50 415 (500-1)

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ST. LOUIS, MISSOURI

AL-360 (FAA)

# ILS PRM RWY 11

## (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-OGZ <b>111.95</b> Chan <b>56(Y)</b>	APP CRS <b>122°</b>	Rwy Idg TDZE Apt Elev <b>9001</b> <b>618</b> <b>618</b>
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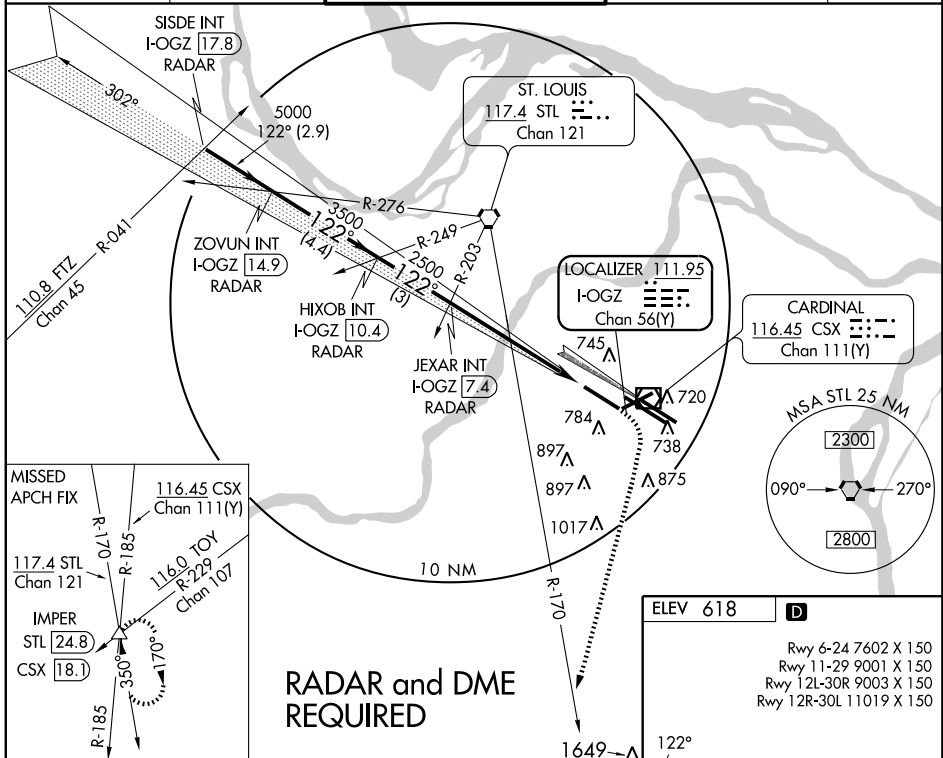
**NA** Dual VHF comm required. Disregard MM and IM indications.  
See additional requirements on PRM information page.  
For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 4000.  
Simultaneous close parallel approach authorized with ILS PRM RWY 12L.  
Procedure not authorized when glide slope not available.

ALSF-2

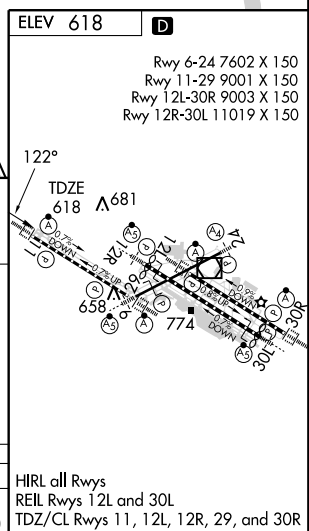
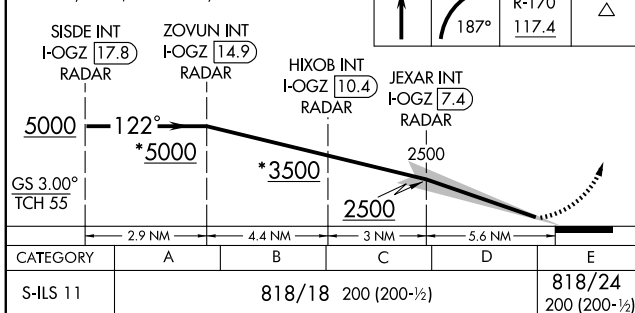


**MISSED APPROACH:** Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
<b>125.025 379.925</b>	<b>133.55 338.25</b>	<b>N 120.05 284.6 S 118.5 257.7</b> <b>W 132.475 239.275</b> <b>PRM 125.15</b>	<b>121.9 348.6</b> (Inbound) <b>121.65 387.05</b> (Outbound) <b>118.925 227.125</b> (West)	<b>119.5 363.1</b>



\*When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.



NC-3, 22 OCT 2009 to 19 NOV 2009

**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)**

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

**Condensed Briefing Point:**

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 11 (CAT II)

(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-OGZ <b>111.95</b> Chan <b>56(Y)</b>	APP CRS <b>122°</b>	Rwy Idg TDZE Apt Elev <b>9001</b> <b>618</b> <b>618</b>
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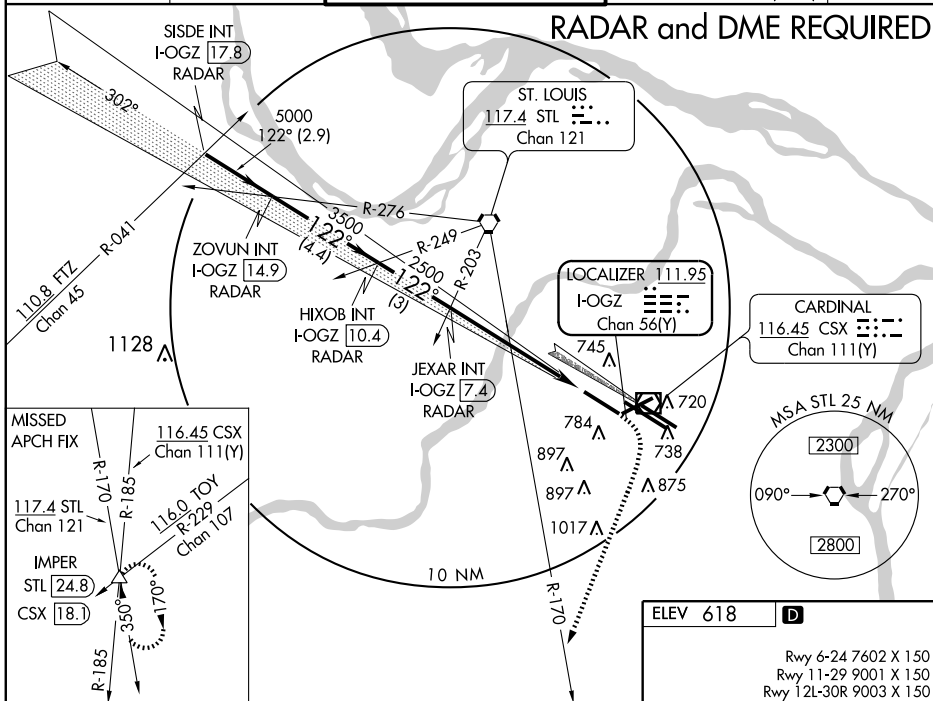
Dual VHF comm required.  
 See additional requirements on PRM information page.  
 Simultaneous close parallel approach authorized with ILS PRM RWY 12L.  
 Procedure not authorized when glideslope not available.

ALS-F-2

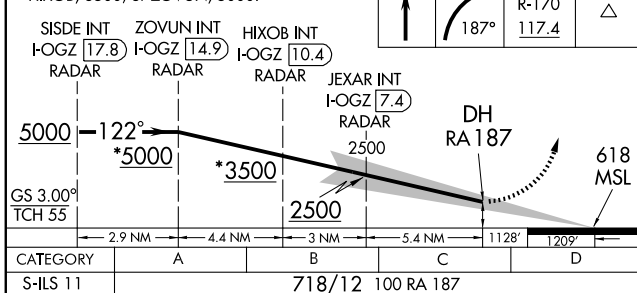


MISSED APPROACH: Climb to 1020  
 then climbing right turn to 3000 via  
 heading 187° and STL R-170 to IMPER  
 INT/STL 24.8 DME and hold.

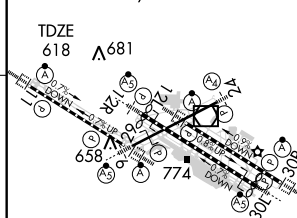
ATIS <b>125.025 379.925</b>	ST. LOUIS APP CON <b>133.55 338.25</b>	ST. LOUIS TOWER N <b>120.05 284.6</b> S <b>118.5 257.7</b> W <b>132.475 239.275</b> <b>PRM 125.15</b>	GND CON <b>121.9 348.6</b> (Inbound) <b>121.65 387.05</b> (Outbound) <b>118.925 227.125</b> (West)	CLNC DEL <b>119.5 363.1</b>
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\*When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.



ELEV 618	<b>D</b>
Rwy 6-24 7602 X 150 Rwy 11-29 9001 X 150 Rwy 12L-30R 9003 X 150 Rwy 12R-30L 11019 X 150	



**CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

HIRL all Rwy's  
 REIL Rwy's 12L and 30L  
 TDZ/CL Rwy's 11, 12L, 12R, 29, and 30R

NC-3, 22 OCT 2009 to 19 NOV 2009

**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)**

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

**Condensed Briefing Point:**

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

LOC/DME I-OGZ <b><u>111.95</u></b> Chgn <b>56</b> (Y)	APP CRS <b>122°</b>	Rwy Idg <b>9001</b> TDZE <b>618</b> Apt Elev <b>618</b>
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(SIMULTANEOUS CLOSE PARALLEL)

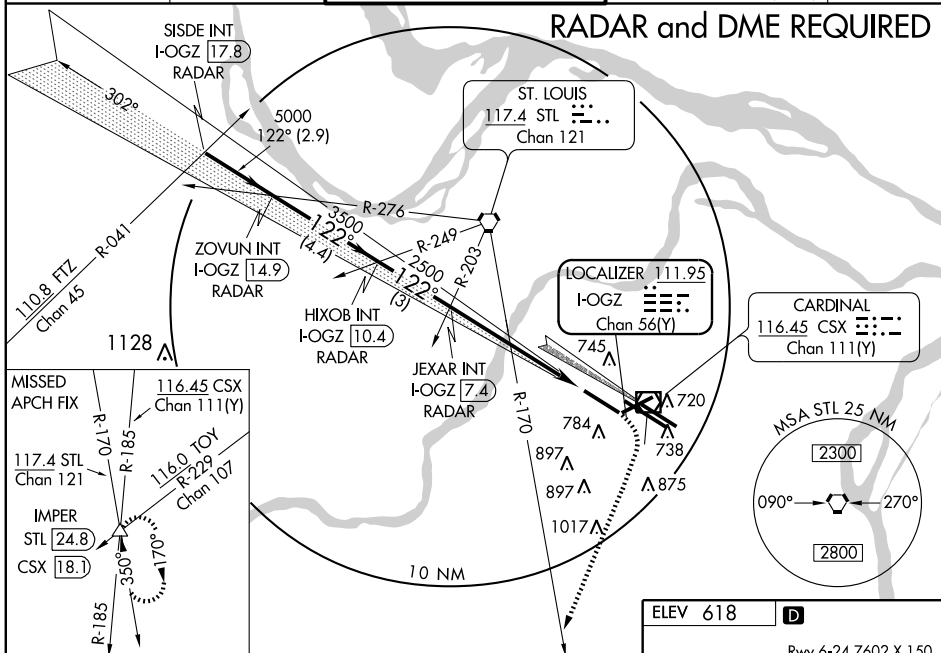
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

**T** Dual VHF comm required.  
**A** NA Disregard MM and IM indications.  
See additional requirements on PRM information page.  
Simultaneous close parallel approach authorized with ILS PRM RWY 12L.  
Procedure not authorized when glideslope not available.

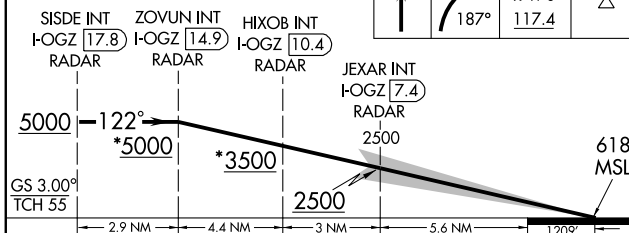
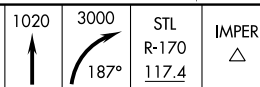
ALSF-2

**MISSED APPROACH:** Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER				GND CON				CLNC DEL
125.025 379.925	133.55 338.25	N 120.05	284.6	S 118.5	257.7	121.9	348.6 (Inbound)			
		W 132.475	239.275			121.65	387.05 (Outbound)			119.5 363.1
		PRM 125.15				118.925	227.125 (West)			



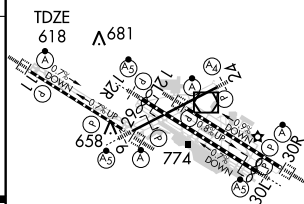
\*When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.



CATEGORY	A	B	C	D
S-ILS 11		CAT IIIa	RVR 07	
S-ILS 11		CAT IIIb	RVR 06	
S-ILS 11		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

ELEV 618	D
Rwy 6-24 7602 X 150	
Rwy 11-29 9001 X 150	
Rwy 12L-30R 9003 X 150	
Rwy 12R-30L 11019 X 150	



HIRL all Rwy's  
REIL Rwy's 12L and 30L  
TDZ/CL Rwy's 11, 12L, 12R, 29, and 30R

**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)**

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

**Condensed Briefing Point:**

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

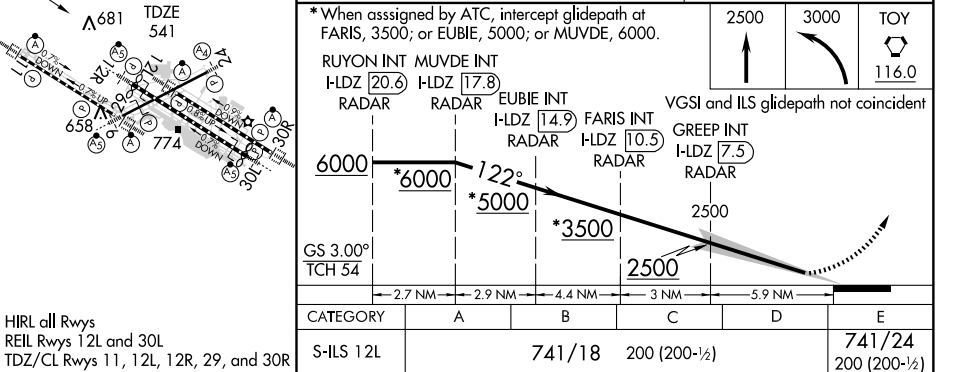
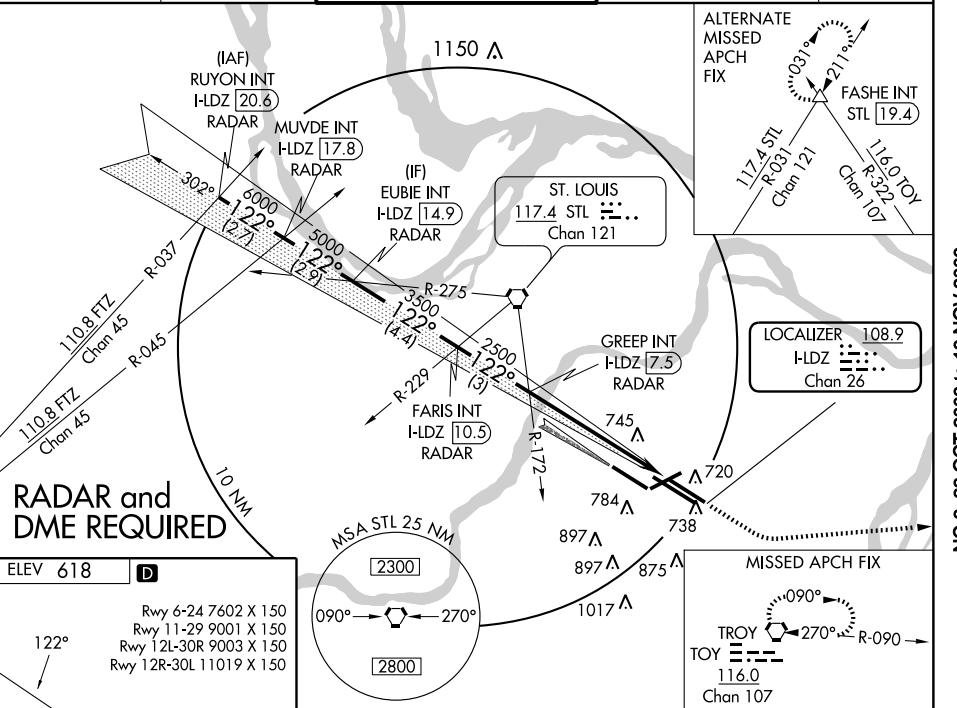
Procedure not authorized when glideslope not available.  
Dual VHF comm required.

Disregard MM and IM indications.  
See additional requirements on PRM information page.  
When ALSF-2 inoperative, increase Cat E S-ILS visibility to RVR 4000.  
Simultaneous close parallel approach authorized with ILS PRM RWY 11,  
ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III).

ALSF-2

MISSED APPROACH: Climb to 2500  
then climbing left turn to 3000 direct  
TOY VORTAC and hold.

ATIS <b>125.025 379.925</b>	ST. LOUIS APP CON <b>133.55 338.25</b>	ST. LOUIS TOWER <b>N 120.05 284.6 S 118.5 257.7</b> <b>W 132.475 239.275</b> <b>PRM 134.925</b>	GND CON <b>121.9 348.6</b> (Inbound) <b>121.65 387.05</b> (Outbound) <b>118.925 227.125</b> (West)	CLNC DEL <b>119.5 363.1</b>
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NC-3, 22 OCT 2009 to 19 NOV 2009



**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)**

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

**Condensed Briefing Point:**

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

**MISSED APPROACH:** Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

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CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

NC-3, 22 OCT 2009 to 19 NOV 2009

**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)**

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

**Condensed Briefing Point:**

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

**MISSED APPROACH:** Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

CATEGORY III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

NC-3 22 OCT 2009 to 19 NOV 2009

**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)**

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

**Condensed Briefing Point:**

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

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- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

LOC/DME I-RQN	APP CRS	Rwy Idg TDZE	9001
111.95	302°	580	
Chan 56(Y)		Apt Elev	618

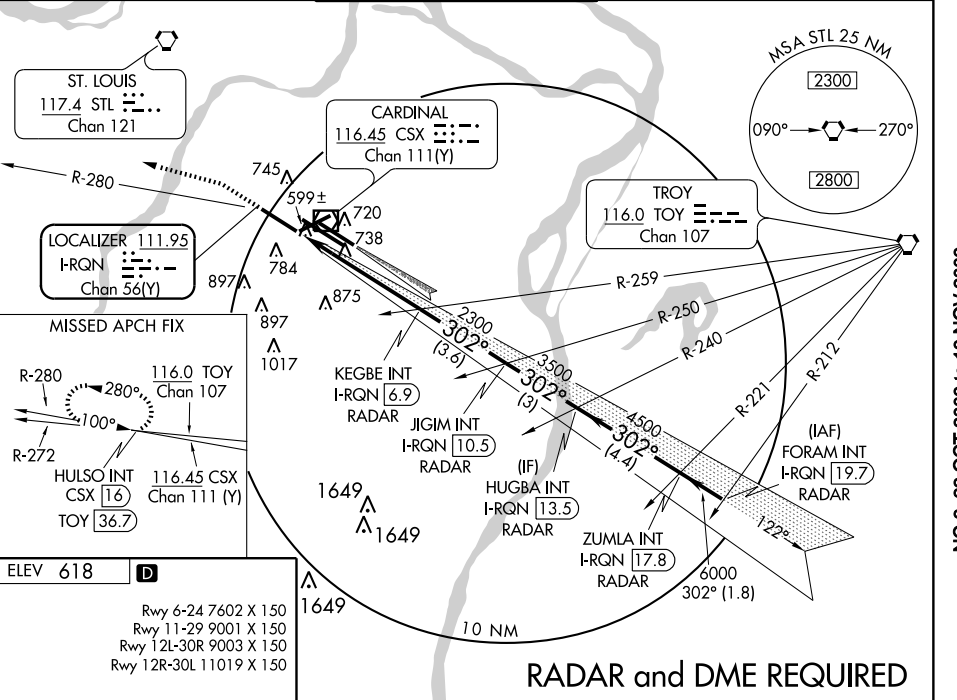
Procedure not authorized when glideslope not available.  
Dual VHF comm required. DME Required.

See additional requirements on PRM information page.  
For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 5000.  
Simultaneous close parallel approach authorized  
with ILS PRM RWY 30R, ILS PRM RWY 30R (CAT II),  
and ILS PRM RWY 30R (CAT III).

ALSF-2

MISSED APPROACH: Climb to 1040 then  
climbing left turn to 3000 via heading 285°  
and CSX VOR/DME R-280 to HULSO/CSX  
16 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618	D
Rwy 6-24 7602 X 150	
Rwy 11-29 9001 X 150	
Rwy 12L-30R 9003 X 150	
Rwy 12R-30L 11019 X 150	

RADAR and DME REQUIRED

1040

3000

285°

CSX R-280 116.45

HULSO INT CSX 16

Glideslope unusable below 2300 feet  
MSL for coupled approaches.  
Disregard IM indications

302°

6000

GS 3.00°

TCH 56

302°

6000

4500\*

3500\*

2300

KEGBE INT I-RQN 6.9 RADAR

JIGIM INT I-RQN 10.5 RADAR

HUGBA INT I-RQN 13.5 RADAR

ZUMLA INT I-RQN 17.8 RADAR

FORAM INT I-RQN 19.7 RADAR

5.2 NM

3.6 NM

3 NM

4.4 NM

1.8 NM

CATEGORY	A	B	C	D	E
S-ILS 29					

830/40

250 (300-3/4)

\* When assigned by ATC, intercept glidepath  
at JIGIM, 3500; or HUGBA, 4500; or ZUMLA,  
6000.

NC-3: 22 OCT 2009 to 19 NOV 2009

**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)**

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

**Condensed Briefing Point:**

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 29 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

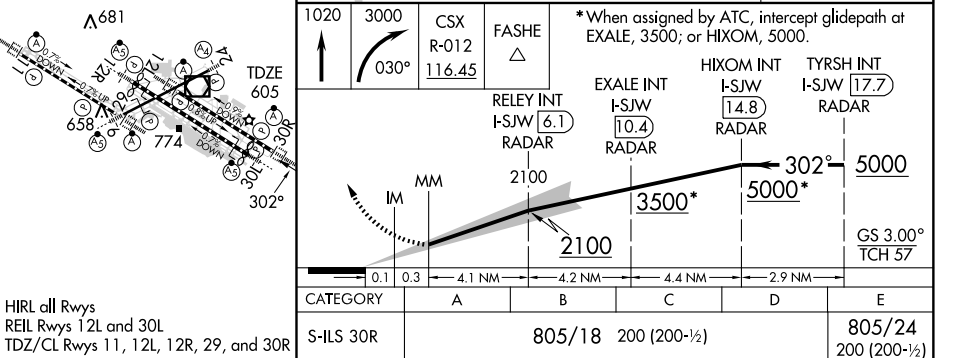
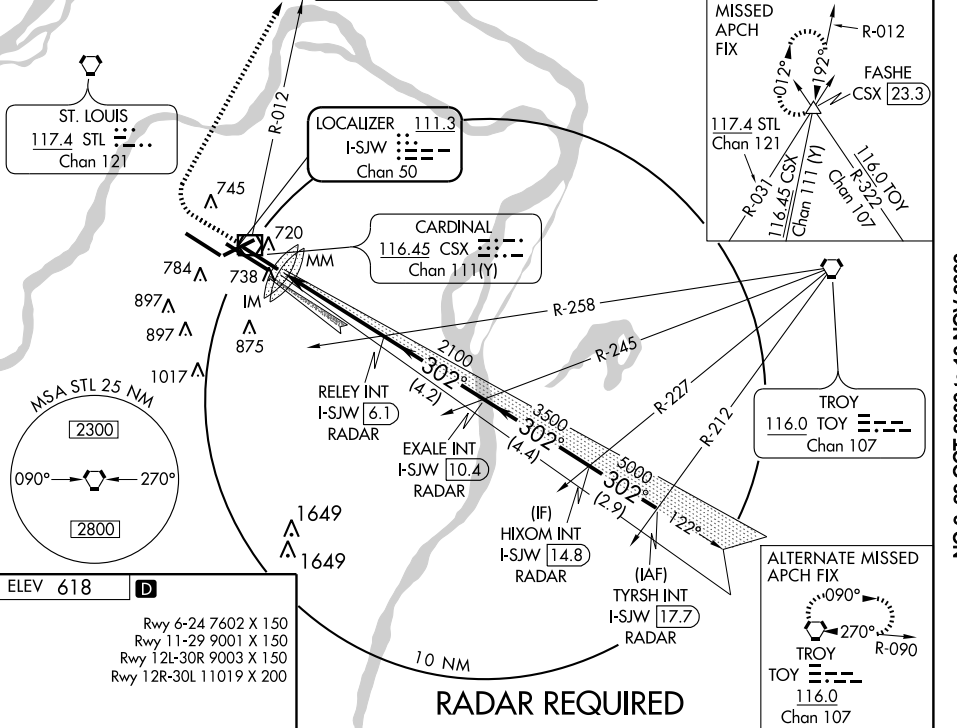
5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

**▽** Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.  
When ALS inoperative, increase S-ILS visibility Cat. E ¼ mile.  
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.  
Dual VHF comm required.  
Procedure NA when glideslope not available.  
See additional requirements on PRM information page.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 278.3	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	CLNC DEL 119.5 363.1
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**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)**

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

**Condensed Briefing Point:**

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 30R (CAT II)

(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-SJW <b>111.3</b> Chan <b>50</b>	APP CRS <b>302°</b>	Rwy Idg TDZE Apt Elev <b>9003</b> <b>605</b> <b>618</b>
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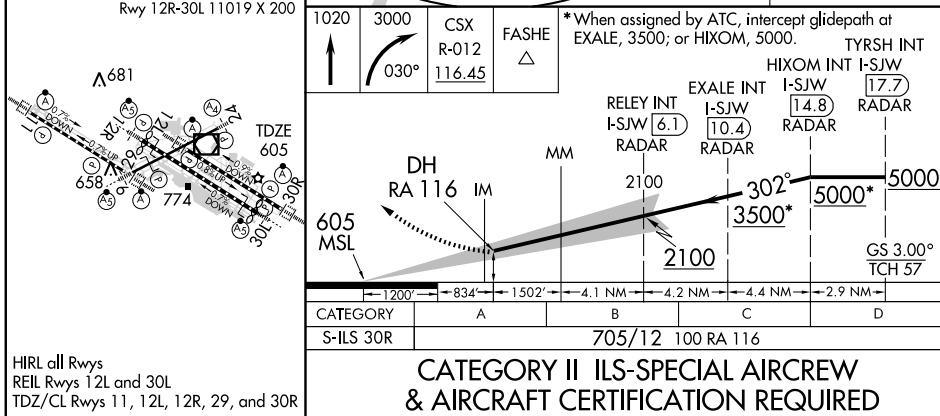
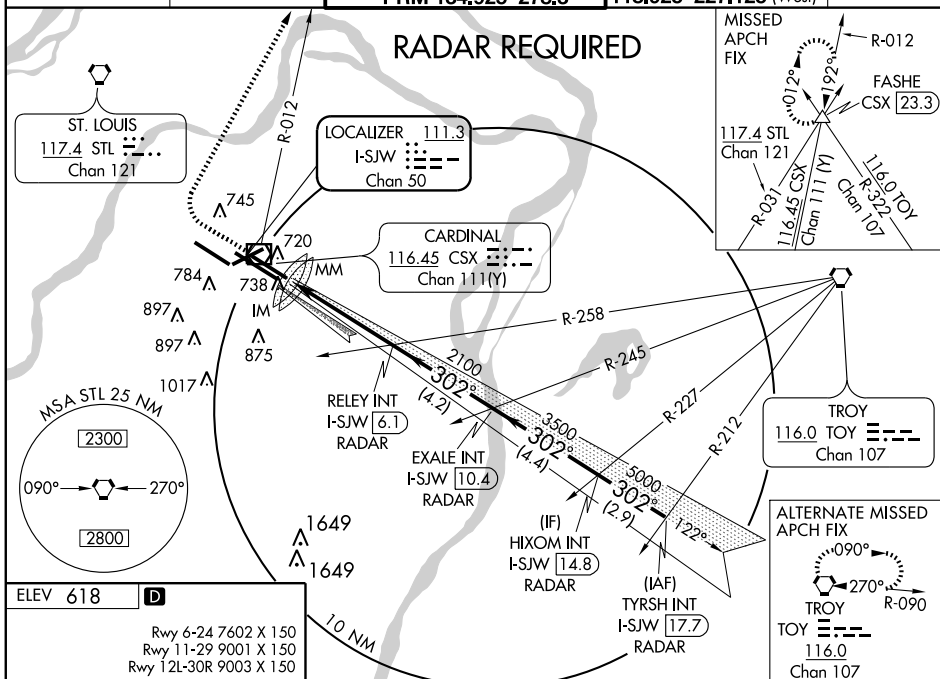
**▼** Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.  
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.  
Dual VHF comm required.  
Procedure NA when glideslope not available.  
See additional requirements on PRM information page.

ALSF-2



MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS <b>125.025 379.925</b>	ST. LOUIS APP CON <b>133.55 338.25</b>	ST. LOUIS TOWER N <b>120.05 284.6</b> S <b>118.5 257.7</b> W <b>132.475 239.275</b> PRM <b>134.925 278.3</b>	GND CON <b>121.9 348.6</b> (Inbound) <b>121.65 387.05</b> (Outbound) <b>118.925 227.125</b> (West)	CLNC DEL <b>119.5 363.1</b>
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NC-3, 22 OCT 2009 to 19 NOV 2009

**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)**

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

**Condensed Briefing Point:**

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

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2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

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- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

1020 ↑	3000 ↗ 030°	CSX R-012 116.45	FASHE △	<p>RELEY INT I-SJW 6.1 EXALE INT I-SJW 10.4 HIXOM INT I-SJW 14.8 TYRSH INT I-SJW 17.7 RADAR RADAR RADAR RADAR</p> <p>605 MSL IM 784 704 2100 3500* 5000* GS 3.00° TCH 57</p> <p>1200' 818' 1518' 4.1 NM 4.2 NM 4.4 NM 2.9 NM</p>				
<p>*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.</p>								
CATEGORY		A		B		C		D
S-ILS 30R				CAT IIIa		RVR 07		
S-ILS 30R				CAT IIIb		RVR 06		
S-ILS 30R				CAT IIIc		NA		
<p><b>CATEGORY III ILS-SPECIAL AIRCREW &amp; AIRCRAFT CERTIFICATION REQUIRED</b></p>								

**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)**

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

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"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".



4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

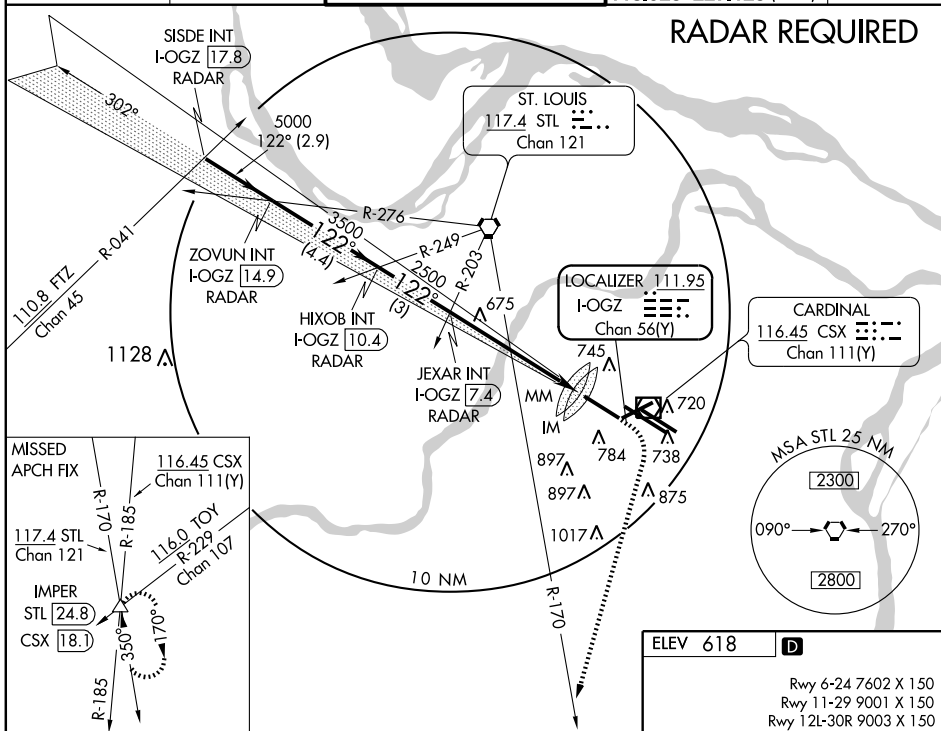
5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

LOC/DME I-OGZ <b>111.95</b> Chan <b>56(Y)</b>	APP CRS <b>122°</b>	Rwy Idg <b>9001</b> TDZE <b>618</b> Apt Elev <b>618</b>
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## ILS RWY 11 (CAT II)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

				MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.	
ATIS <b>125.025 379.925</b>	ST. LOUIS APP CON <b>133.55 338.25</b>	ST. LOUIS TOWER <b>N 120.05 284.6 S 118.5 257.7</b> <b>W 132.475 239.275</b>		GND CON <b>121.9 348.6 (Inbound)</b> <b>121.65 387.05 (Outbound)</b> <b>118.925 227.125 (West)</b>	
				CLNC DEL <b>119.5 363.1</b>	

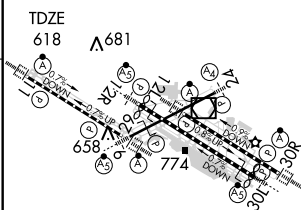


NC-3, 22 OCT 2009 to 19 NOV 2009

\* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

Diagram illustrating the 718/12 ILS approach chart. The chart shows a 3.00% glide slope (TCH 55) starting at 5000 feet. Key altitudes include 5000, 3500, 2500, and 618 MSL. Distances are marked in NM (2.9, 4.4, 3, 5.2) and feet (1651', 1128', 1209'). Radar stations are indicated: SISE INT (17.8), ZOVUN INT (14.9), HIXOB INT (10.4), JEXAR INT (7.4), and DH RA 187. A 180-degree turn is shown at the end of the approach.

ELEV 618	<b>D</b>
Rwy 6-24 7602 X 150	
Rwy 11-29 9001 X 150	
Rwy 12L-30R 9003 X 150	
Rwy 12R-30L 11019 X 150	

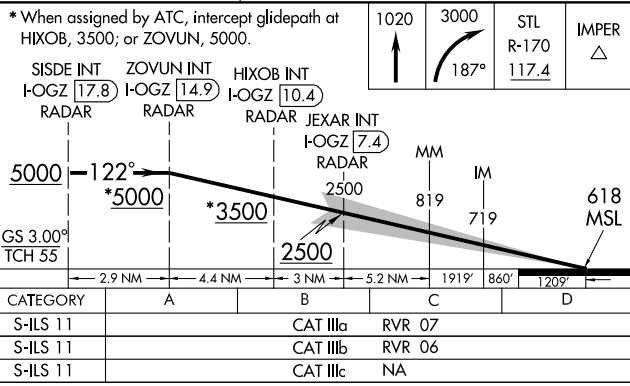
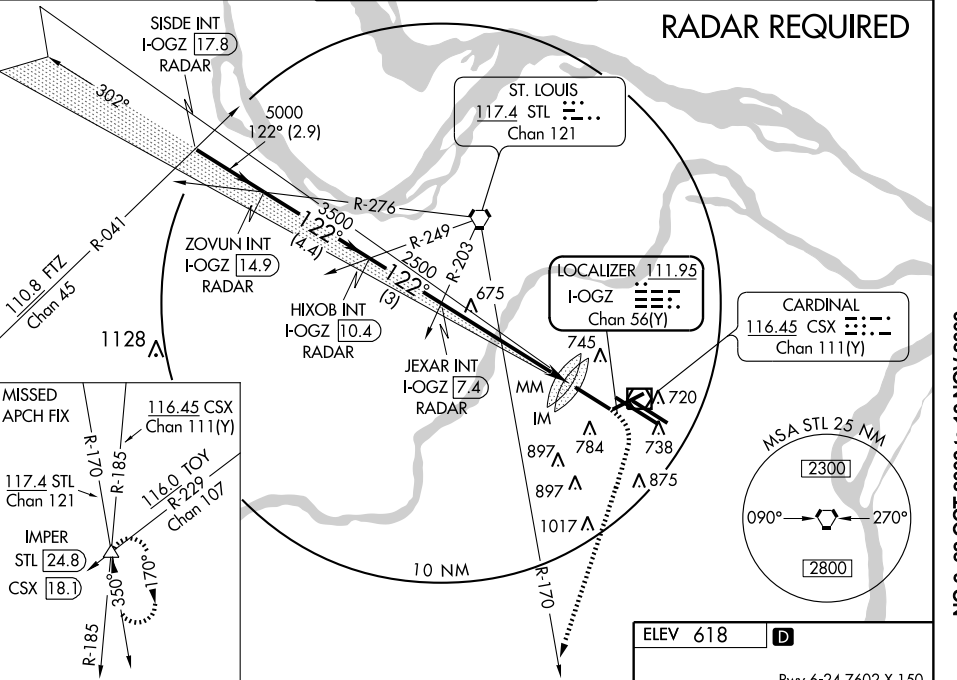


HIRL all Rwys  
REIL Rwys 12L and 30L  
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS <b>125.025 379.925</b>	ST. LOUIS APP CON <b>133.55 338.25</b>	ST. LOUIS TOWER <b>N 120.05 284.6 S 118.5 257.7</b> <b>W 132.475 239.275</b>	GND CON <b>121.9 348.6</b> (Inbound) <b>121.65 387.05</b> (Outbound) <b>118.925 227.125</b> (West)	CLNC DEL <b>119.5 363.1</b>
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ELEV 618

Rwy 6-24 7602 X 150  
Rwy 11-29 9001 X 150  
Rwy 12L-30R 9003 X 150  
Rwy 12R-30L 11019 X 150

HIREL all Rwy's  
REIL Rwy's 12L and 30L  
TDZ/CL Rwy's 11, 12L, 12R, 29, and 30R

NC-3 22 OCT 2009 to 19 NOV 2009

ATIS  
125.025 379.925

ST. LOUIS APP CON  
133.55 338.25

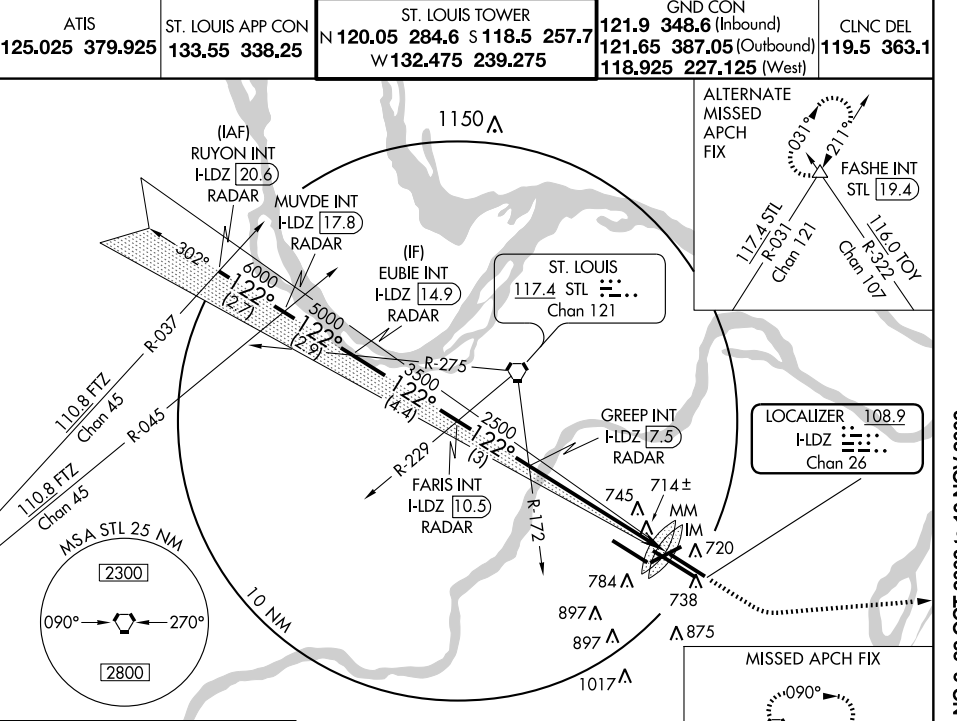
ST. LOUIS TOWER  
N 120.05 284.6 S 118.5 257.7  
W 132.475 239.275

GND CON  
121.9 348.6 (Inbound)  
121.65 387.05 (Outbound)  
118.925 227.125 (West)

CLNC DEL  
119.5 363.1

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.



ELEV 618

Rwy 6-24 7602 X 150  
Rwy 11-29 9001 X 150  
Rwy 12L-30R 9003 X 150  
Rwy 12R-30L 11019 X 150

TDZE 541

HIL all Rwys  
REIL Rwys 12L and 30L  
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

RADAR and DME REQUIRED

\*When assigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

RUYON INT I-LDZ 20.6 RADAR

MUVDE INT I-LDZ 17.8 RADAR

EUBIE INT I-LDZ 14.9 RADAR

FARIS INT I-LDZ 10.5 RADAR

GREEP INT I-LDZ 7.5 RADAR

VGSI and ILS glidepath not coincident

DH RA 110

541 MSL

6000

5000

3500

2500

2500

1685'

1128'

999'

2.7 NM

2.9 NM

4.4 NM

3 NM

5.4 NM

CATEGORY A B C D

S-ILS 12L 641/12 100 RA 110

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 22 OCT 2009 to 19 NOV 2009



ATIS  
125.025 379.925

ST. LOUIS APP CON  
133.55 338.25

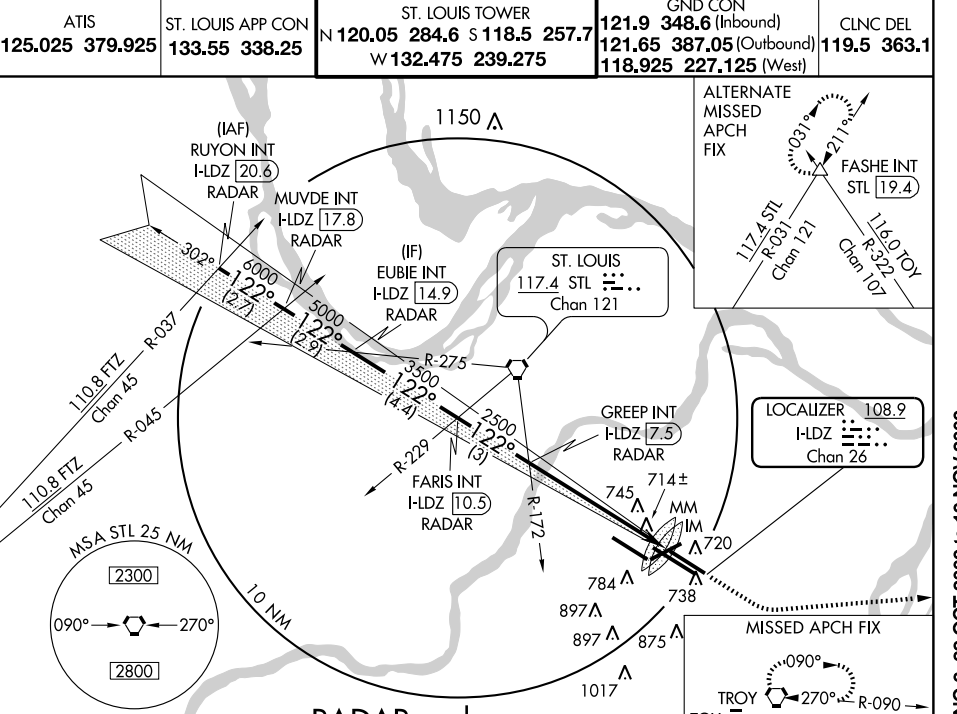
ST. LOUIS TOWER  
N 120.05 284.6 S 118.5 257.7  
W 132.475 239.275

GND CON  
121.9 348.6 (Inbound)  
121.65 387.05 (Outbound)  
118.925 227.125 (West)

CLNC DEL  
119.5 363.1

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.



ELEV 618

D

Rwy 6-24 7602 X 150

Rwy 11-29 9001 X 150

Rwy 12L-30R 9003 X 150

Rwy 12R-30L 11019 X 150

TDZE 541

681

658

774

308

501

HIRL all Rwws

REIL Rwws 12L and 30L

TDZ/CL Rwws 11, 12L, 12R, 29, and 30R

RADAR and DME REQUIRED

\*When assigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

RUYON INT I-LDZ [20.6] RADAR

MUVDE INT I-LDZ [17.8] RADAR

EUBIE INT I-LDZ [14.9] RADAR

FARIS INT I-LDZ [10.5] RADAR

GREENP INT I-LDZ [7.5] RADAR

VGSI and ILS glidepath not coincident

2500

3000

TOY 116.0

6000

122°

\*6000

\*5000

\*3500

2500

730

IM 637

541 MSL

GS 3.00° TCH 54

2.7 NM

2.9 NM

4.4 NM

3 NM

5.4 NM

1762'

1051'

999'

CATEGORY	A	B	C	D
S-ILS 12L		CAT IIIa	RVR 07	
S-ILS 12L		CAT IIIb	RVR 06	
S-ILS 12L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-SJW <b><u>111.3</u></b> Chgn <b>50</b>	APP CRS <b>302°</b>	Rwy Idg <b>9003</b> TDZE <b>605</b> Apt Elev <b>618</b>
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## ILS RWY 30R (CAT II)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

Disregard OM indication.

ALSF-2



**MISSED APPROACH:** Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS  
125,025 379,925

ST. LOUIS APP CON  
133.55 338.25

ST. LOUIS TOWER  
N 120.05 284.6 S 118.5 257.7  
W 132.475 239.275

GND CON  
121.9 348.6 (Inbound)  
121.65 387.05 (Outbound)  
118.925 227.125 (West)

CLNC DEL  
**119,5 363,1**

## RADAR REQUIRED

LOCALIZER 111.3  
I-SJW ::=-  
Chan 50

CARDINAL  
116.45 CSX 2:22  
Chn 111(Y)


RELEY INT  
I-SJW 6.1  
RADAR

EXALE INT  
-SJW 10.4  
RADAR

HIXOM IN  
I-SJW 14  
RADAR

(IAF)

ALTERNATE MISSED  
APCH FIX

TROY  
TOY   
116.0  
Chan 107

1020 ↑	3000 ↗ 030°	CSX R-012 <u>116.45</u>	FASHE △
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\*When assigned by ATC, intercept glidepath at EXALE 3500; or HIXOM 5000

EXALE, 3500; or HIXOM, 5000.

RELEY INT I-SJW (6.1) RADAR 2100

EXALE INT I-SJW (10.4) RADAR 3500\*

HIXOM INT I-SJW (14.8) RADAR 5000\*

TYRSH INT I-SJW (17.7) RADAR 5000

302°

5000\*

2100

3500\*

GS 3.00\*

TCH 5.7

CATEGORY	A	B	C	D
S-ILS 30R	705/12 100 BA 116			

CATEGORY II ILS-SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

NC-3, 22 OCT 2009 to 19 NOV 2009

HIRL all Rwy's  
REIL Rwy's 12L and 30L  
TDZ/CL Rwy's 11, 12L, 12R, 29, and 30R

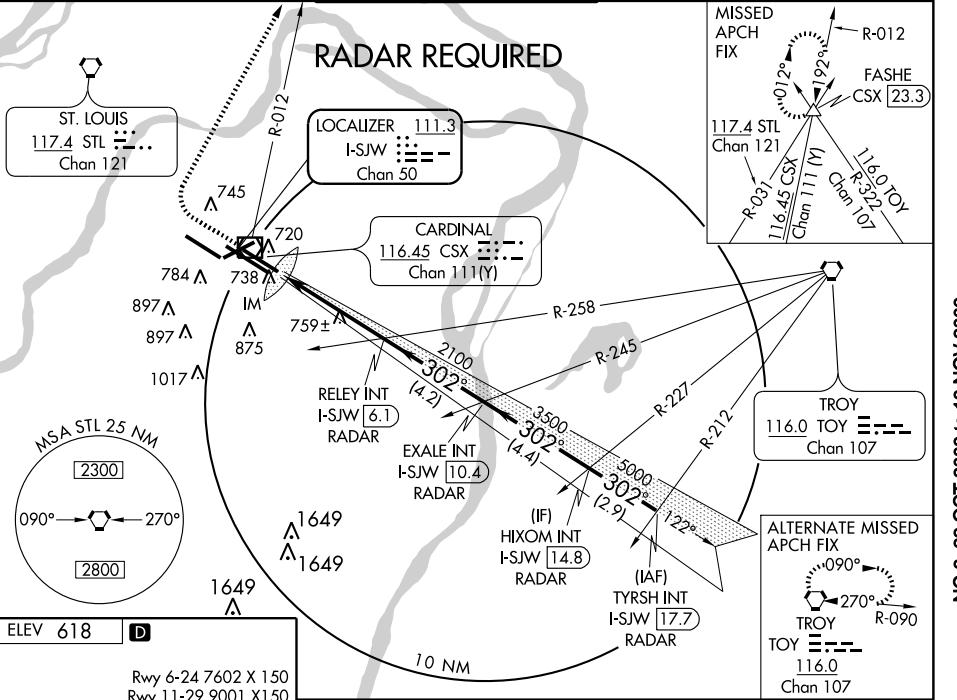
LOC/DME I-SJW	APP CRS	Rwy Idg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

Disregard OM indication.

ALSF-2

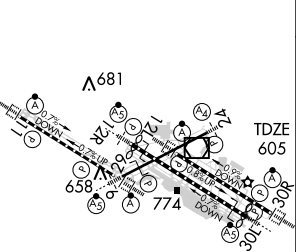
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618

Rwy 6-24 7602 X 150  
Rwy 11-29 9001 X 150  
Rwy 12L-30R 9003 X 150  
Rwy 12R-30L 11019 X 200



HIRL all Rwws  
REIL Rwws 12L and 30L  
TDZ/CL Rwws 11, 12L, 12R, 29, and 30R

1020	3000	CSX R-012 116.45	FASHE △	RELEY INT I-SJW [6.1] RADAR	EXALE INT I-SJW [10.4] RADAR	HIXOM INT I-SJW [14.8] RADAR	TYRSH INT I-SJW [17.7] RADAR
* When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.							
605 MSL	704	2100	3500*	5000	5000	5000	5000
1200'	818'	4.4 NM	4.2 NM	4.4 NM	2.9 NM		
CATEGORY	A	B	C	D			
S-ILS 30R		CAT IIIa	RVR 07				
S-ILS 30R		CAT IIIb	RVR 06				
S-ILS 30R		CAT IIIc	NA				

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

▼

NA

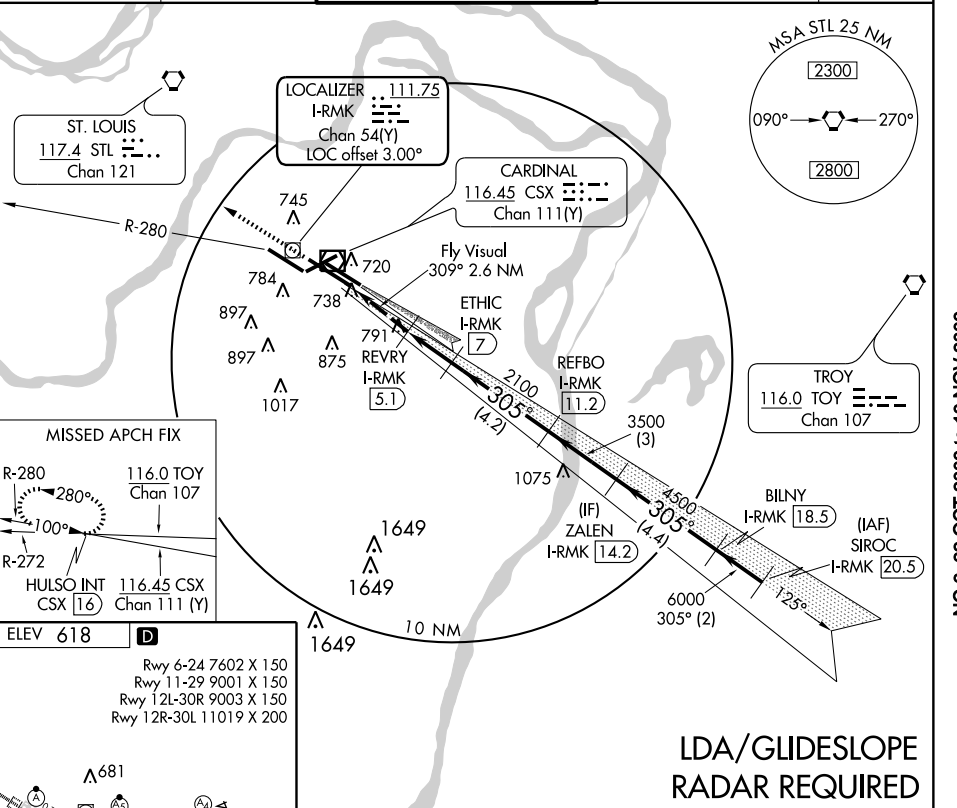
Inoperative table does not apply.  
Procedure NA when glideslope not available.  
Localizer unusable from MAP inbound.

MAJRS

AS

MISSED APPROACH: Climb to 3000 via heading 302° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



MISSED APCH FIX

R-280

280°

R-272

100°

116.0 TOY

Chan 107

HULSO INT

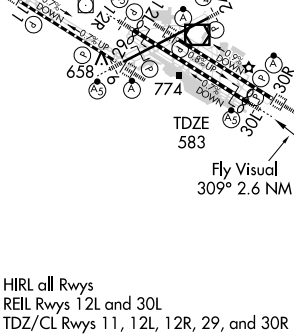
CSX 16

Chan 111 (Y)

ELEV 618

D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



LDA/GLIDESLOPE RADAR REQUIRED

3000	CSX	HULSO INT	*When assigned by ATC, intercept glidepath at REFBO, 3500; ZALEN, 4500; or BILNY, 6000.			
↑	R-280	CSX 16				
	116.45					

ETHIC I-RMK 7

REFBO I-RMK 11.2

ZALEN I-RMK 14.2

BILNY I-RMK 18.5

SIROC I-RMK 20.5

Fly visual 309° 2.6 NM

2100

3500\*

4500\*

6000\*

6000

2.6 NM

1.9 NM

4.2 NM

3 NM

4.4 NM



2 NM

CATEGORY	A	B	C	D
S-LDA/GS 30L	1476-3 893 (900-3)			

LOC/DME I-RMK <b><u>111.75</u></b> Chan <b>54</b> (Y)	APP CRS <b>305°</b>	Rwy Idg <b>10818</b> TDZE <b>583</b> Apt Elev <b>618</b>
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(SIMULTANEOUS CLOSE PARALLEL)

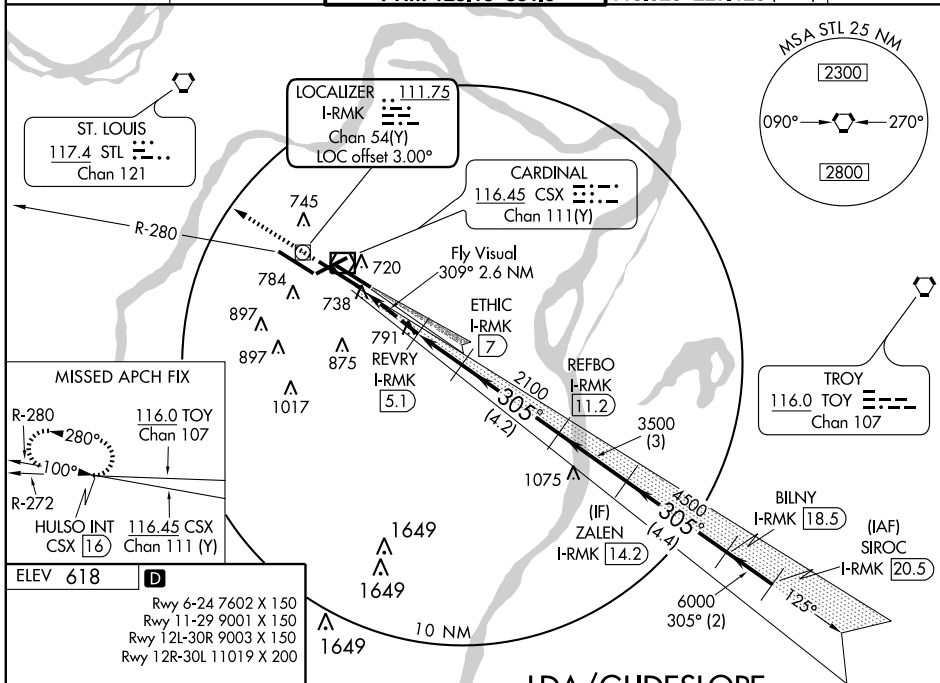
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

 Inoperative table does not apply.  NA Procedure NA when glideslope not available. Localizer unusable from MAP inbound. Rwy 30L and Rwy 30R separated by 1300' centerline to centerline. Simultaneous close parallel approach authorized with ILS PRM Rwy 30R. Dual VHF required. See additional requirements on PRM information page.
--

MALSR

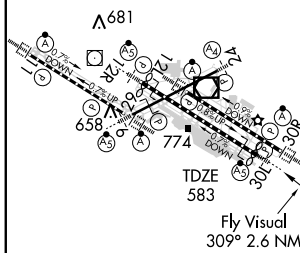
**MISSED APPROACH:** Climb to 3000  
via heading 302° and CSX VOR/DME  
R-280 to HULSO/CSX 16 DME  
and hold

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER				GND CON				CLNC DEL
125.025 379.925	133.55 338.25	N 120.05	284.6	S 118.5	257.7	121.9	348.6	(Inbound)		
		W 132.475	239.275			121.65	387.05	(Outbound)	119.5	363.1
		PRM 125.15	351.9			118.925	227.125	(West)		



NC-3, 22 OCT 2009 to 19 NOV 2009

LDA/GLIDESLOPE  
RADAR and DME REQUIRED



3000 ↑ 302°	CSX R-280 <u>116.45</u>	HULSO INT CSX <u>16</u>	*When assigned by ATC, intercept glidepath at REFBO, 3500; ZALEN, 4500; or BILNY, 6000.				BILNY I-RMK <u>18.5</u>	SIROC I-RMK <u>20.5</u>
			ETHIC I-RMK <u>7</u> 2100	REFBO I-RMK <u>11.2</u> 3500*	ZALEN I-RMK <u>14.2</u> 4500*	305°	6000*	6000
Fly visual 309° 2.6 NM	REVRY I-RMK <u>5.1</u> 2100			2100				
	2.6 NM	1.9 NM	4.2 NM	3 NM	4.4 NM	2 NM		
CATEGORY	A		B		C		D	
S-LDA/GS 30L	1476-3 893 (900-3)							

HIRL all Rwy's  
REIL Rwy's 12L and 30L  
TDZ/CL Rwy's 11, 12L, 12R, 29, and 30R

**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)**

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

**Condensed Briefing Point:**

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA approach, the ILS/PRM chart may be used after completing the following briefing items:

- (a) Minimums and missed approach procedures are unchanged.
- (b) Monitor frequency no longer required.
- (c) A lower glideslope intercept altitude may be assigned when advised to expect LDA approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will **ONLY** transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
- (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **STL Visual Segment.** If advised that there is traffic on the 30R ILS, pilots may continue past the LDA MAP if:

- (a) The ILS traffic is in sight and is expected to remain in sight.
- (b) ATC has been advised that "traffic is in sight". (ATC is not required to acknowledge this transmission)
- (c) The runway environment is in sight.

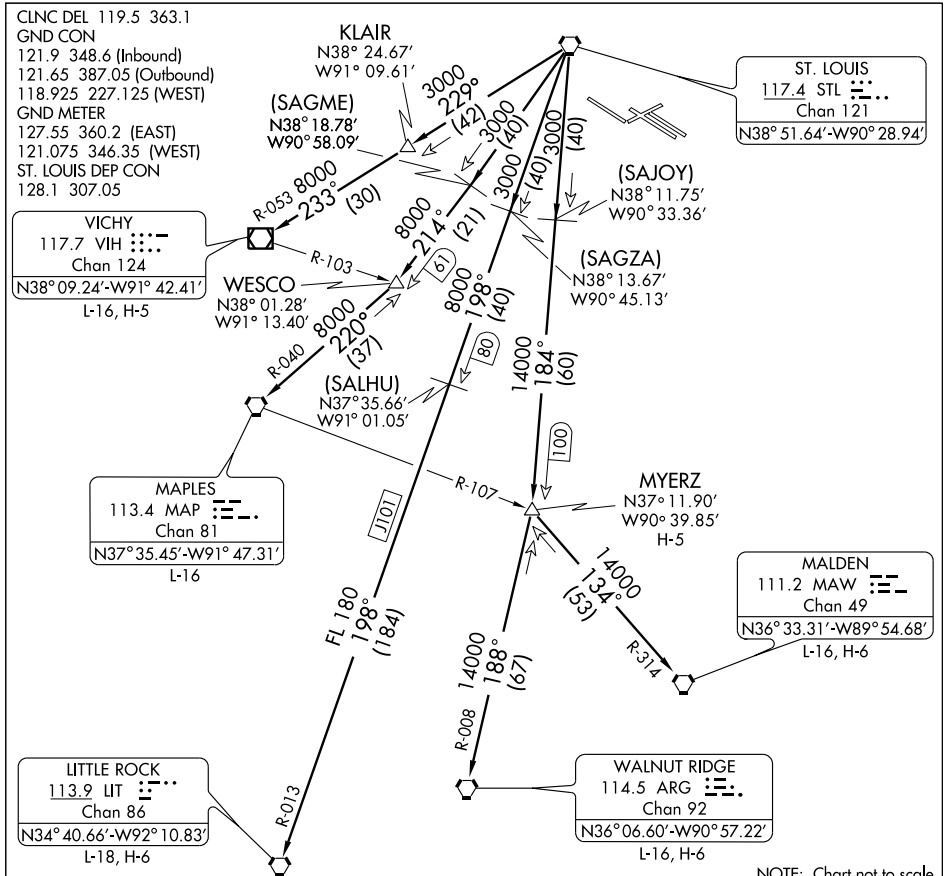
Otherwise, a missed approach must be executed at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic, until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach, unless otherwise instructed by ATC.

## LINDBERGH TWO DEPARTURE

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

SL-360 (FAA)

ST. LOUIS, MISSOURI



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Turbojet departures climb and maintain 5000 feet or assigned altitude. Propeller driven departures climb and maintain 3000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

**LITTLE ROCK TRANSITION (LINDY2.LIT):** From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

**MALDEN TRANSITION (LINDY2.MAW):** From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

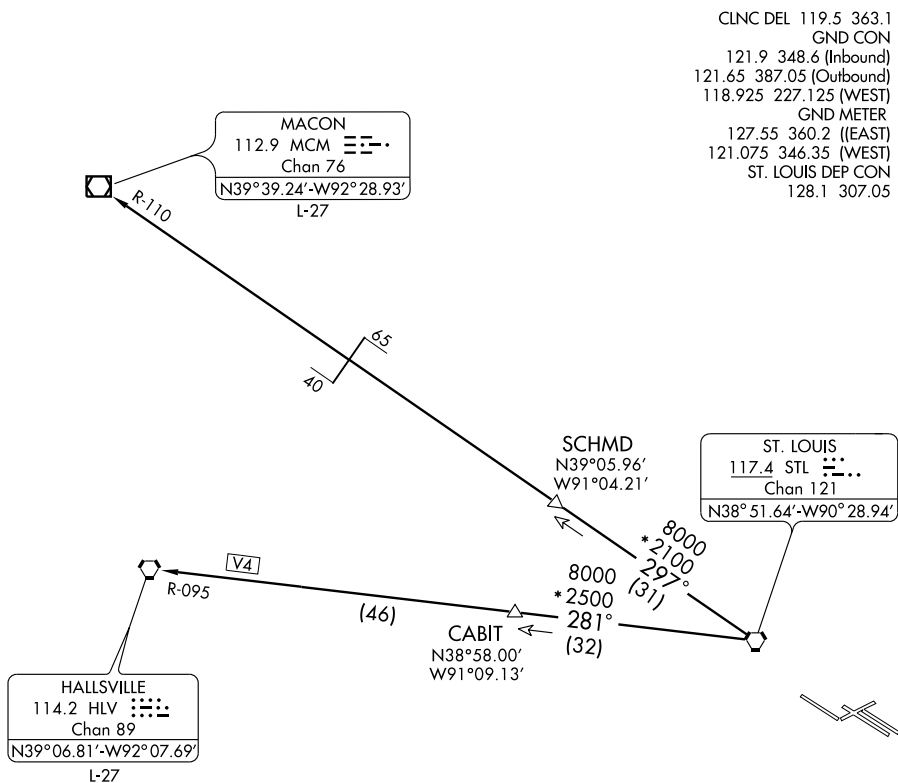
**MAPLES TRANSITION (LINDY2.MAP):** From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

**MYERZ TRANSITION (LINDY2.MYERZ):** From over STL VORTAC via STL R-184 to MYERZ INT.

**VICHY TRANSITION (LINDY2.VIH):** From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

**WALNUT RIDGE TRANSITION (LINDY2.ARG):** From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

## OZARK THREE DEPARTURE



TAKEOFF MINIMUMS: All runways standard.

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

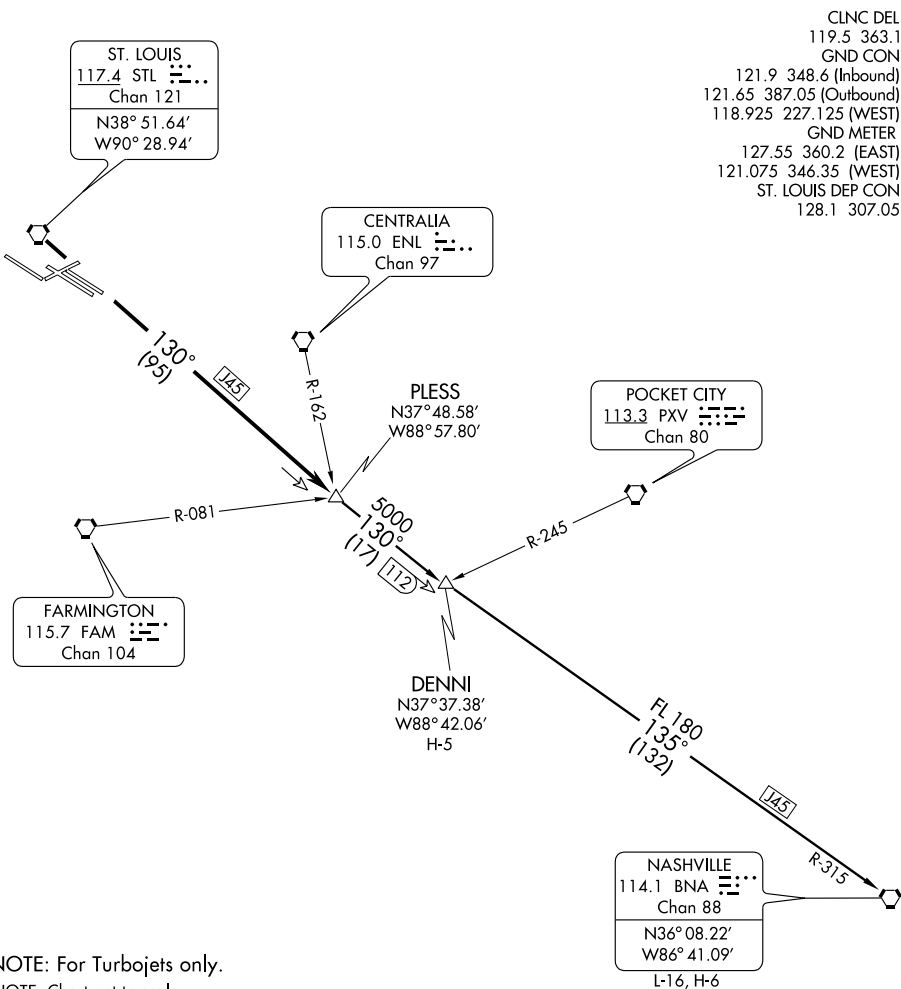
### DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Turbojets: Maintain 5000 feet or higher assigned altitude. All others: Maintain 3000 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.





NOTE: For Turbojets only.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT via STL R-130 to DENNI INT.

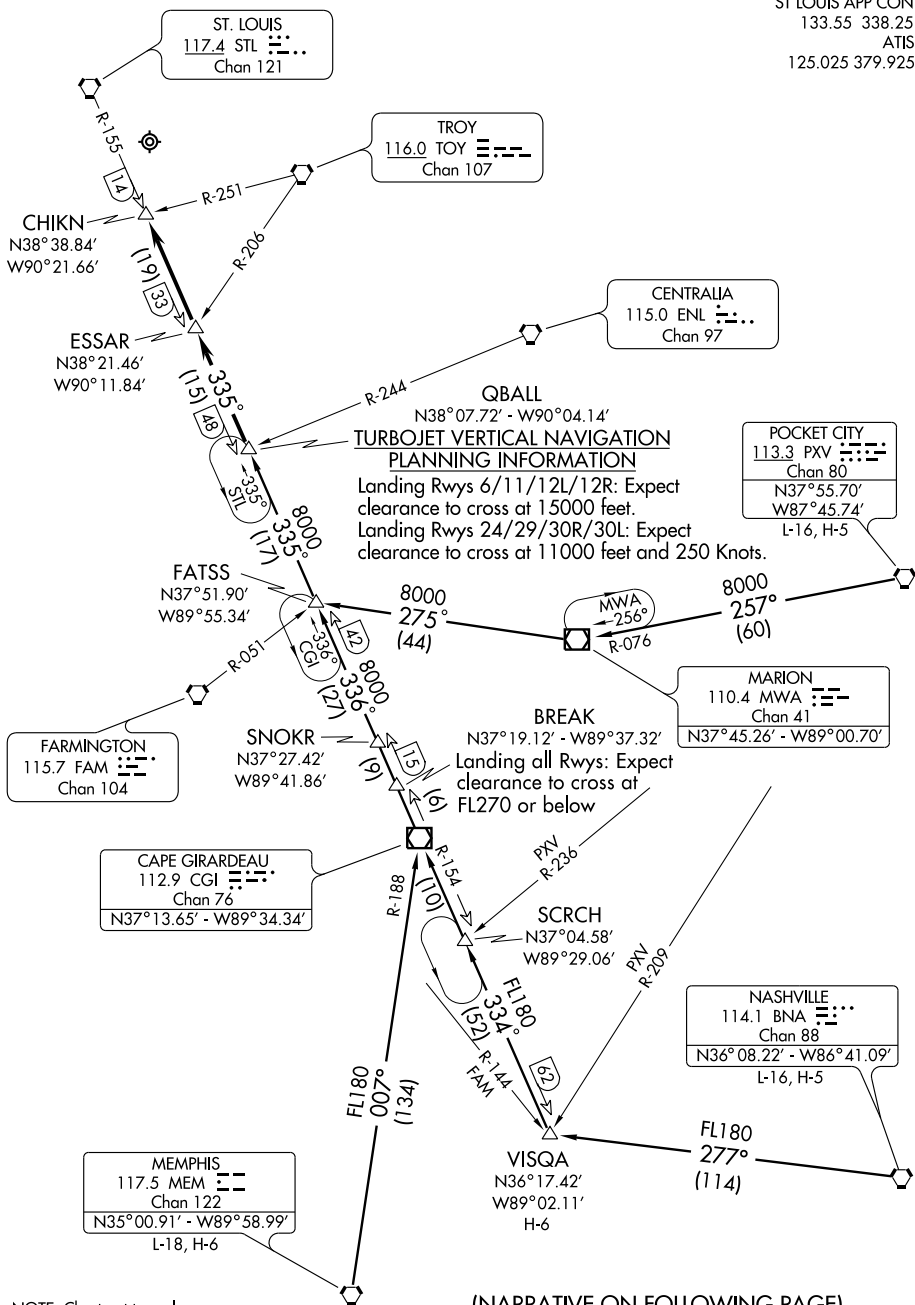
NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT via STL R-130 and BNA R-315 to BNA VORTAC.

ST LOUIS APP CON

133.55 338.25

# ATIS

125.025 379.925



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3 22 OCT 2009 to 19 NOV 2009

## ARRIVAL DESCRIPTION

MEMPHIS TRANSITION (MEM.QBALL6): From over MEM VORTAC via MEM R-007 and CGI R-188 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

NASHVILLE TRANSITION (BNA.QBALL6): From over BNA VORTAC via BNA R-277 to VISQA INT, then via CGI R-154 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

POCKET CITY TRANSITION (PXV.QBALL6): From over PXV VORTAC via PXV R-257 and MWA R-076 to MWA VOR/DME, then via MWA R-275 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

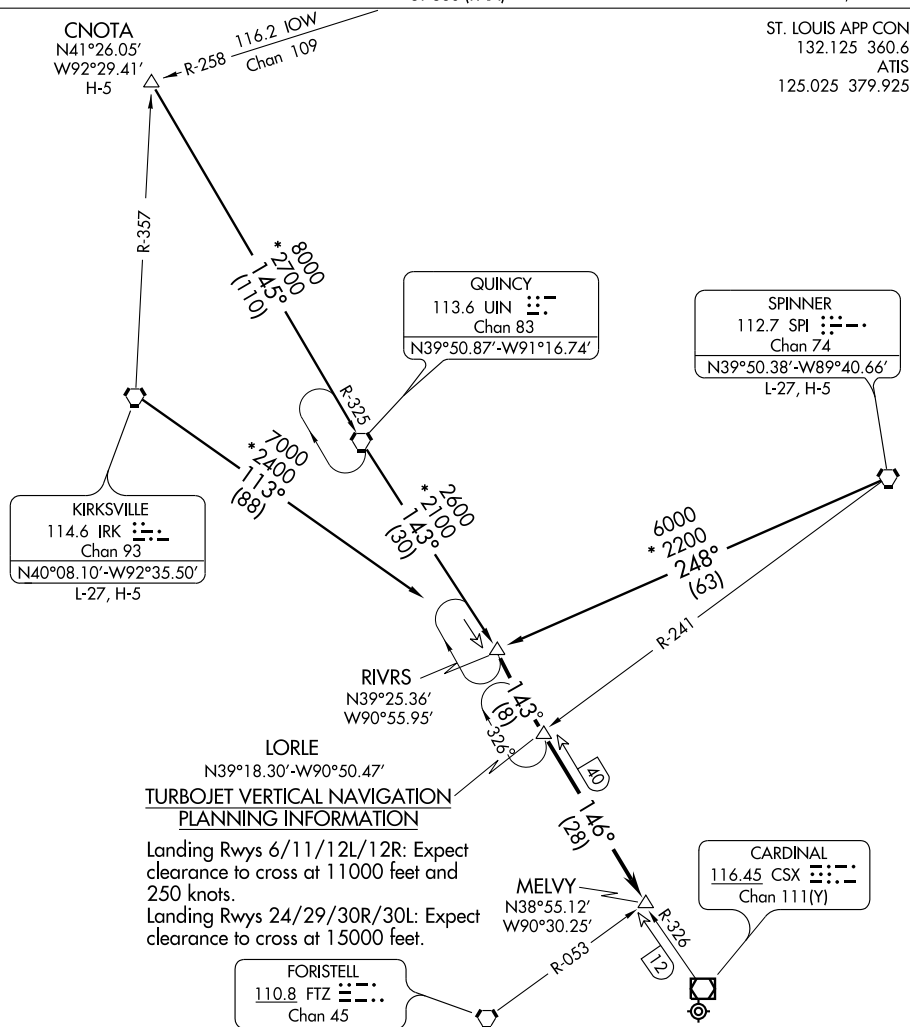
VISQA TRANSITION (VISQA.QBALL6): From over VISQA INT via CGI R-154 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

. . . .LANDING RWYS 6/11/12L/12R: From over QBALL INT via STL R-155 to CHIKN INT. Expect radar vectors to final approach course.

. . . .LANDING RWYS 24/29/30R/30L: From over QBALL INT via STL R-155 to ESSAR INT. Expect radar vectors to final approach course.

## RIVERS THREE ARRIVAL

ST-360 (FAA)

LAMBERT-ST. LOUIS INTL  
ST. LOUIS, MISSOURI

NOTE: Chart not to scale.

SPINNER TRANSITION (SPI.RIVRS3): From over SPI VORTAC via SPI R-248 to RIVRS INT. Thence....

CNOTA TRANSITION (CNOTA.RIVRS3): From over CNOTA INT via UIN R-325 to UIN VORTAC then via UIN R-143 to RIVRS INT. Thence....



KIRKSVILLE TRANSITION (IRK.RIVRS3): From over IRK VORTAC via IRK R-113 to RIVRS INT. Thence....

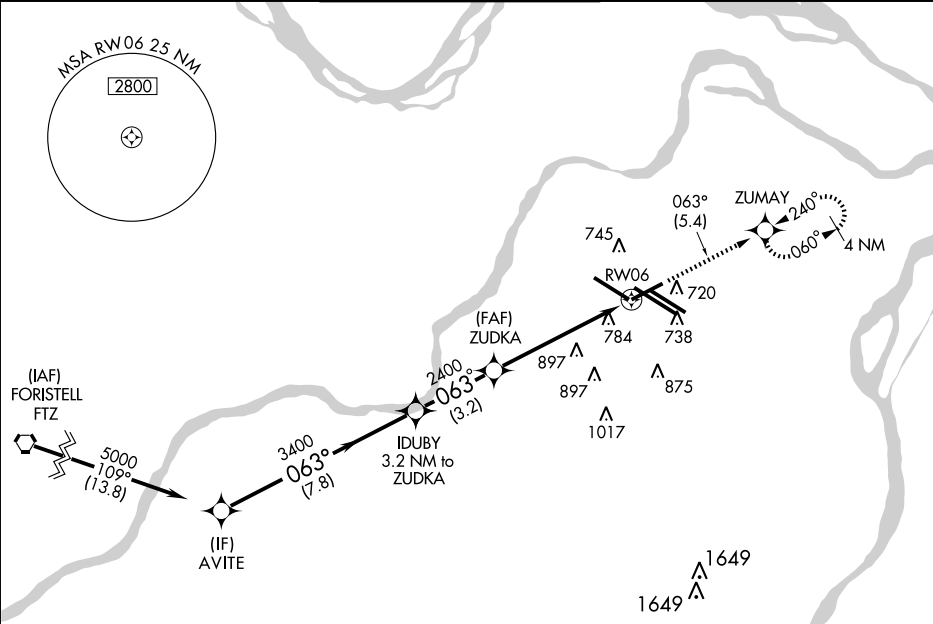
Landing all runways....From over RIVRS INT via UIN R-143 to LORLE INT, then via CSX R-326 to MELVY INT, thence expect vectors to final approach course.

APP CRS	Rwy Idg	7602
063°	TDZE	551
	Apt Elev	604

RNAV (GPS) RWY 6

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

 NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16° C (3°F)	MALSR 	MISSED APPROACH: Climb to 3000 via 063° course to ZUMAY WP and hold.
ATIS 125.025 379.925	ST. LOUIS APP CON 133.55 338.25	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West) CLNC DEL 119.5 363.1



	AVITE	IDUBY 3.2 NM to ZUDKA	ZUDKA	RW06	ZUMAY
	5000	3400	2400	3000	
	063°	063°	063°	063°	
Procedure Turn	NA				
GS 3.00°	TCH 51				
	7.8 NM	3.2 NM	3.8 NM	1.8 NM	
CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV	DA	1040/60 489 (500-1½)			
LNAV MDA	1160/40 609 (600-¾)	1160/60 609 (600-1¼)	1160-1½ 609 (600-1½)	1160-1¾ 609 (600-1¾)	

ELEV 604

D

Rwy 6-24 7602 X 150

Rwy 11-29 9001 X 150

Rwy 12L-30R 9003 X 150

Rwy 12R-30L 11019 X 200

HIRL all Rwys

REIL Rwys 12L and 30L

TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

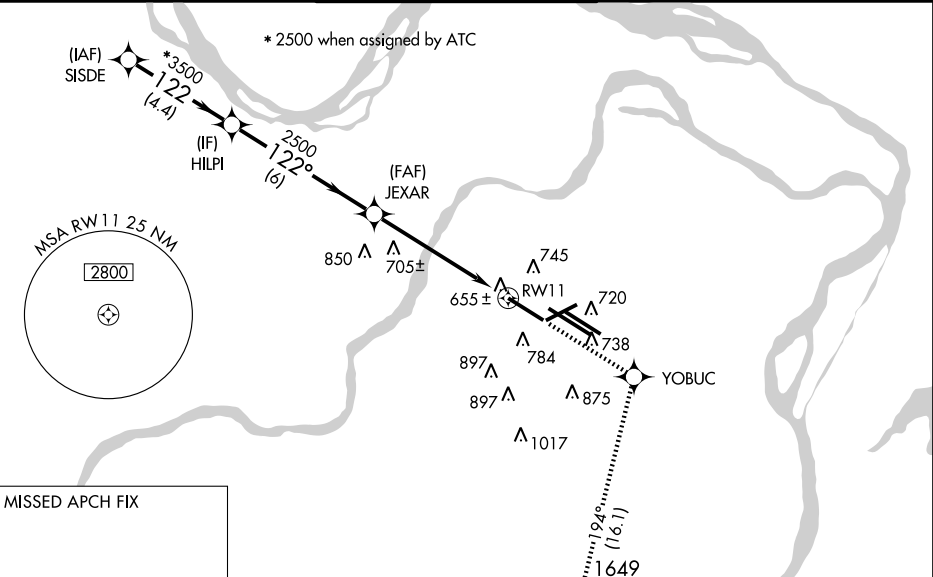
WAAS CH <b>82699</b> <b>W11A</b>	APP CRS <b>122°</b>	Rwy Idg TDZE Apt Elev	<b>9001</b> <b>618</b> <b>618</b>
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**⚠** For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000 and LNAV Cat D visibility to RVR 6000 and Cat E visibility to 1½.  
DME/DME RNP-0.3 NA.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F).

ALSF-2

MISSED APPROACH: Climb to 3000 direct YOBUC and via 194° track to IMPER and hold.

ATIS <b>125.025 379.925</b>	ST. LOUIS APP CON <b>133.55 338.25</b>	ST. LOUIS TOWER <b>N 120.05 284.6 S 118.5 257.7</b> <b>W 132.475 239.275</b>	GND CON <b>121.9 348.6</b> (Inbound) <b>121.65 387.05</b> (Outbound) <b>118.925 227.125</b> (West)	CLNC DEL <b>119.5 363.1</b>
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MISSED APCH FIX

**RADAR REQUIRED**

VGSI and RNAV glidepath not coincident.

CATEGORY	A	B	C	D	E
LPV DA	868/24 250 (300-½)				
LNAV/VNAV DA	960/40 342 (400-¾)				
LNAV MDA	1020/24 402 (500-½)	1020/40 402 (500-¾)	1020/50 402 (500-1)		

ELEV 618 **D**

Rwy 6-24 7602 X 150  
Rwy 11-29 9001 X 150  
Rwy 12L-30R 9003 X 150  
Rwy 12R-30L 11019 X 200

HIRL all Rwy's  
REIL Rwy's 12L and 30L  
TDZ/CL Rwy's 11, 12L, 12R, 29, and 30R

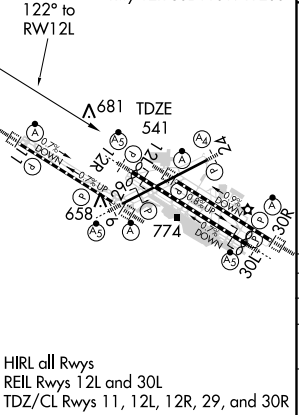
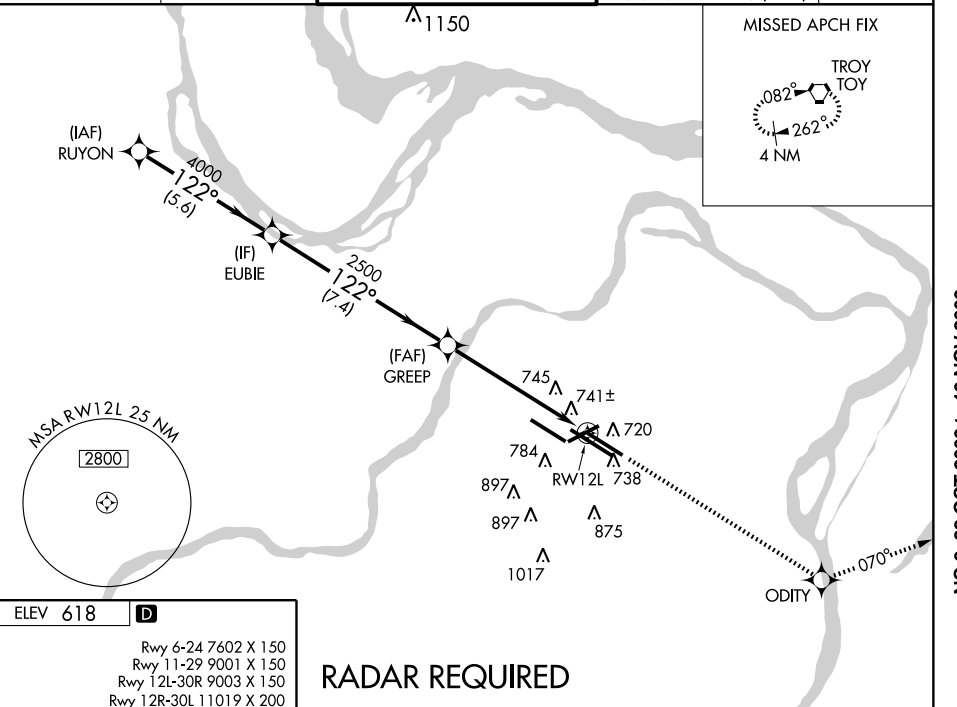
NC-3, 22 OCT 2009 to 19 NOV 2009

**▼** For inoperative ALSF-2, increase LPV all Cats visibility to 1½, LNAV/VNAV and LNAV Cat E visibility to 1¾.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F).  
DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct ODITY and via 070° track to TOY VORTAC and hold.

ATIS <b>125.025 379.925</b>	ST. LOUIS APP CON <b>133.55 338.25</b>	ST. LOUIS TOWER <b>N 120.05 284.6 S 118.5 257.7</b> <b>W 132.475 239.275</b>	GND CON <b>121.9 348.6</b> (Inbound) <b>121.65 387.05</b> (Outbound) <b>118.925 227.125</b> (West)	CLNC DEL <b>119.5 363.1</b>
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	RUYON	EUBIE	GREEP			
	5000	4000	2500			
	GS 3.00°					
	TCH 54					
	5.6 NM	7.4 NM	4.5 NM	1.4		
CATEGORY	A	B	C	D	E	
LPV DA	951/50 410 (400-1)					
LNAV/VNAV DA	1040/60 499 (500-1¼)					
LNAV MDA	1040/24 499 (500-½)	1040/40 499 (500-¾)	1040/50 499 (500-1)	1040/60 499 (500-1¼)		

APP CRS	Rwy Idg	10552
122°	TDZE	540
	Apt Elev	604

# RNAV (GPS) RWY 12R

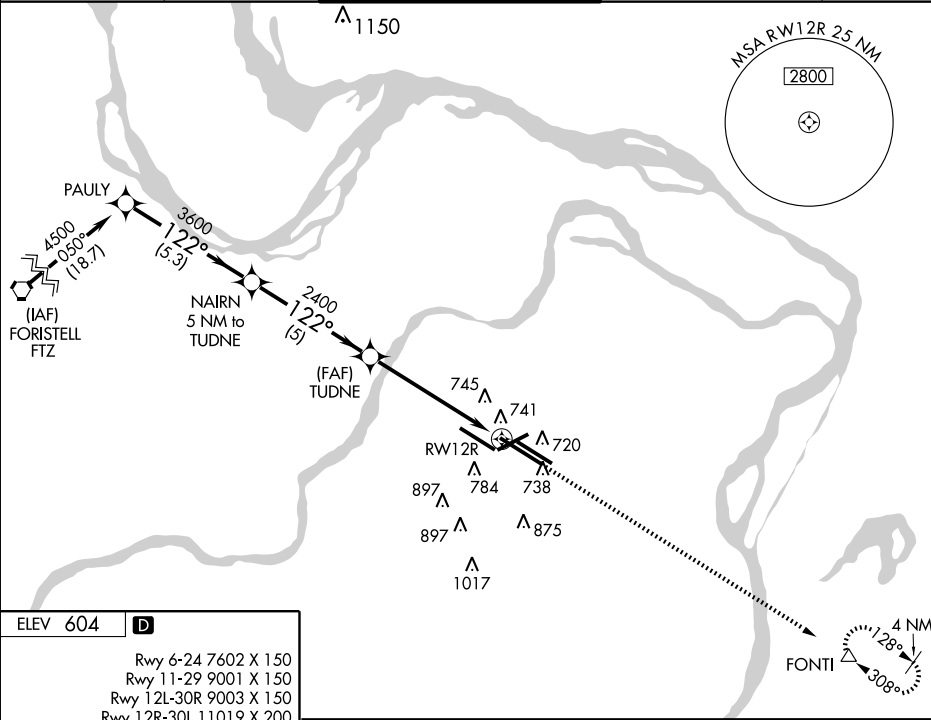
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

**▲** For inoperative MALSR: increase LNAV Cats A/B to RVR 5000.  
DME/DME RNP-0.3 NA.  
Baro-VNAV NA below -16° C (3° F)

**MALSR**

MISSED APPROACH: Climb to 5000 direct FONTI and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 604 **D**

Rwy 6-24 7602 X 150  
Rwy 11-29 9001 X 150  
Rwy 12L-30R 9003 X 150  
Rwy 12R-30L 11019 X 200

HIRL all Rwws  
REIL Rwws 12L and 30L  
TDZ/CL Rwws 11, 12L, 12R, 29, and 30R

	PAULY	NAIRN 5 NM to TUDNE	TUDNE	*1.3 NM to RWY12R	RWY12R
	4500		2400		
	Procedure Turn NA				
	GS 3.00° TCH 55				
	5.3 NM	5 NM	4.3 NM	1.3	
CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/ VNAV	DA	1102-1½ 562 (500-1½)			
LNAV MDA	1000/40 460 (400-¾)			1000/50 460 (400-1)	1000-1½ 460 (400-1½)







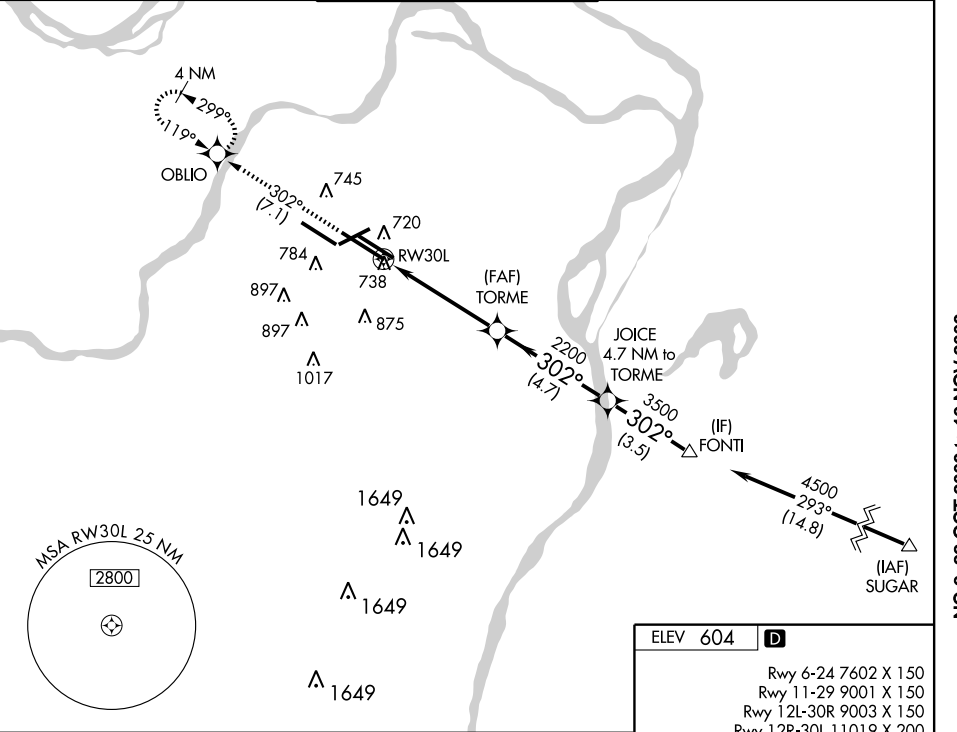
APP CRS	Rwy Idg	10818
302°	TDZE	583
	Apt Elev	604

For inoperative MALSR: increase LNAV Cats A/B to RVR 5000.  
Baro-VNAV NA below -16°C (3°F).  
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 via 302° course to OBLJO WP and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



3000

↑

302°

OBLJO

Procedure Turn NA

JOICE 4.7 NM to TORME

FONTI

TORME

RW30L

\*1.4 NM to RW30L

\*LNAV only

2200

302°

4500

3500

GS 3.00°

TCH 58

CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1000/50 417 (400-1)				
LNAV MDA	1100/40 517 (500-¾)	1100/50 517 (500-1)	1100/60 517 (500-1¼)		

ELEV 604

D

Rwy 6-24 7602 X 150

Rwy 11-29 9001 X 150

Rwy 12L-30R 9003 X 150

Rwy 12R-30L 11019 X 200

TDZE 583

302° to RW30L

HIRL all Rwy

REIL Rwy 12L and 30L

TDZ/CL Rwy 11, 12L, 12R, 29, and 30R

NC-3. 22 OCT 2009 to 19 NOV 2009

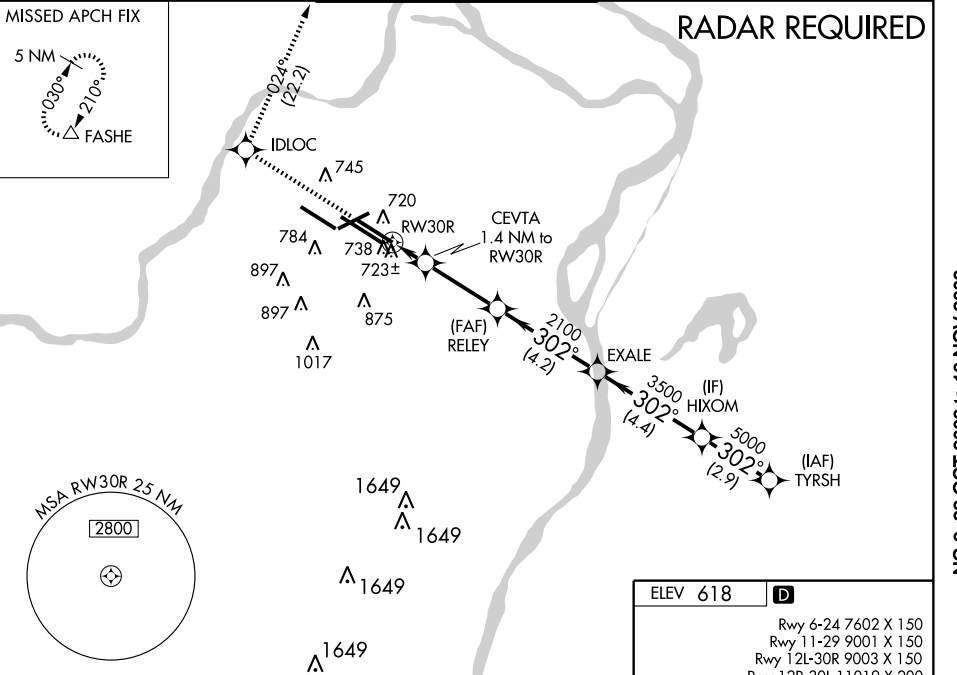
WAAS CH <b>73000</b> <b>W30A</b>	APP CRS <b>302°</b>	Rwy Idg TDZE Apt Elev	<b>9003</b> <b>605</b> <b>618</b>
--	------------------------	-----------------------------	---

**⚠** For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000, LNAV/VNAV Cat. E visibility to RVR 6000 and LNAV Cat. D visibility to RVR 6000, Cat. E visibility to 1½.  
DME/DME RNP-0.3 NA.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).

ALSF-2

MISSED APPROACH: Climb to 3000 direct IDLOC and via 024° track to FASHE and hold.

ATIS <b>125.025 379.925</b>	ST. LOUIS APP CON <b>133.55 338.25</b>	ST. LOUIS TOWER <b>N 120.05 284.6 S 118.5 257.7</b> <b>W 132.475 239.275</b>	GND CON <b>121.9 348.6</b> (Inbound) <b>121.65 387.05</b> (Outbound) <b>118.925 227.125</b> (West)	CLNC DEL <b>119.5 363.1</b>
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3000	IDLOC	024° track	FASHE	HIXOM	TYRSH
<b>*LNAV only</b>					
1.4 NM 3.1 NM 4.2 NM 4.4 NM 2.9 NM					
CATEGORY	A	B	C	D	E
LPV DA	908/24 303 (300-½)				908/40 303 (300-¾)
LNAV/VNAV DA	973/40 368 (400-¾)				
LNAV MDA	1000/24 395 (400-½)			1000/50 395 (400-1)	

ELEV 618 **D**

Rwy 6-24 7602 X 150  
Rwy 11-29 9001 X 150  
Rwy 12L-30R 9003 X 150  
Rwy 12R-30L 11019 X 200

GS 3.00° TCH 57

HIREL all Rwy's  
REIL Rwy's 12L and 30L  
TDZ/CL Rwy's 11, 12L, 12R, 29, and 30R

NC-3. 22 OCT 2009 to 19 NOV 2009

VORTAC STL 117.4 Chan 121	APCH CRS 142°	Rwy Idg 10,552 TDZE 540 Arpt Elev 618
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AL-360 [USAF]

ST. LOUIS/LAMBERT-ST. LOUIS INTL (KSTL)

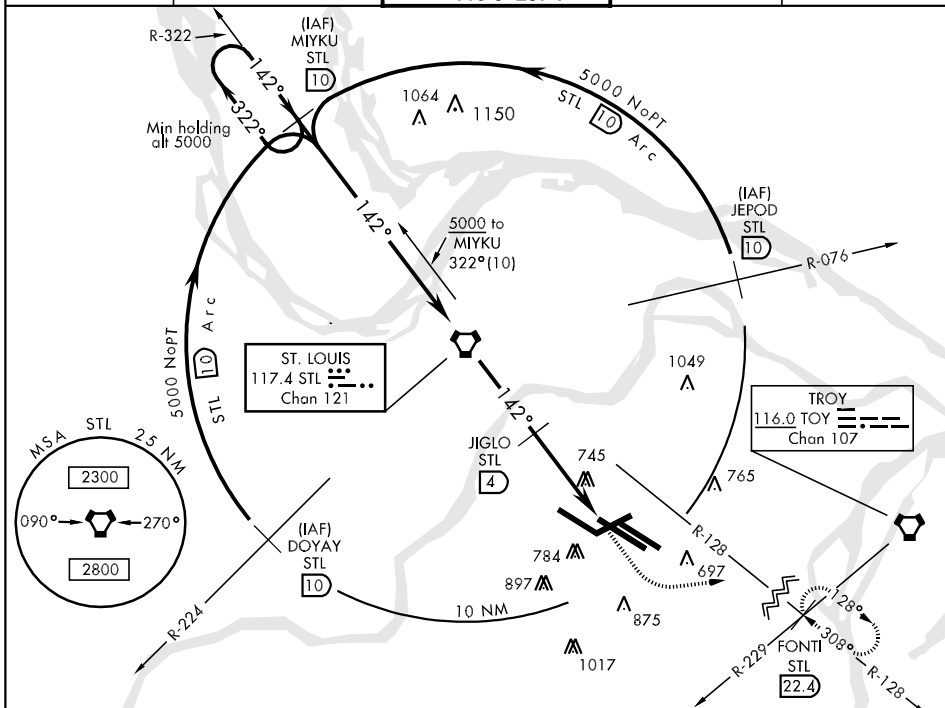
▲ N/A \* Inoperative table does not apply.

Visibility reduction by helicopters NA

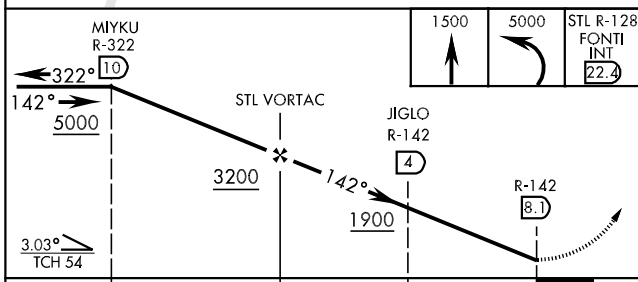


MISSED APPROACH: Climb to 1500 then climbing left turn to 5000 intercept STL R-128 to FONTI INT/STL 22.4 DME and hold, continue climb in hold.

ATIS 125.025 379.925	ST. LOUIS APP CON 126.5 324.1	ST. LOUIS TOWER N 120.05 284.6 S 118.5 257.7	GND CON 121.9 348.6	CLNC DEL 119.5 363.1
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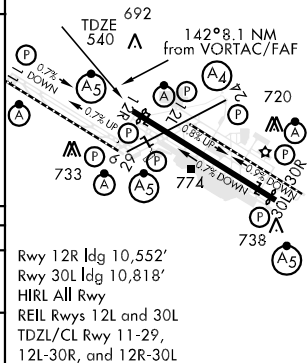


EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
S-12R *	1060/50	520 (500-1)	1060-1½ 520(500-1½)	1060-1¾	520 (500-1¾)
CIRCLING	NOT AUTHORIZED				

ELEV 618	Rwy 6-24 7602 x 150
	Rwy 11-29 9001 x 150
	Rwy 12L-30R 9003 x 150
	Rwy 12R-30L 11,019 x 200



Rwy 12R Idg 10,552'  
Rwy 30L Idg 10,818'  
HIRL All Rwy  
REIL Rws 12L and 30L  
TDZL/CL Rwy 11-29,  
12L-30R, and 12R-30L

VORTAC STL <b>117.4</b> Chan <b>121</b>	APCH CRS <b>318°</b>	Rwy Idg <b>10,818</b> TDZE <b>583</b> Arpt Elev <b>618</b>
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AL-360 [USAF]

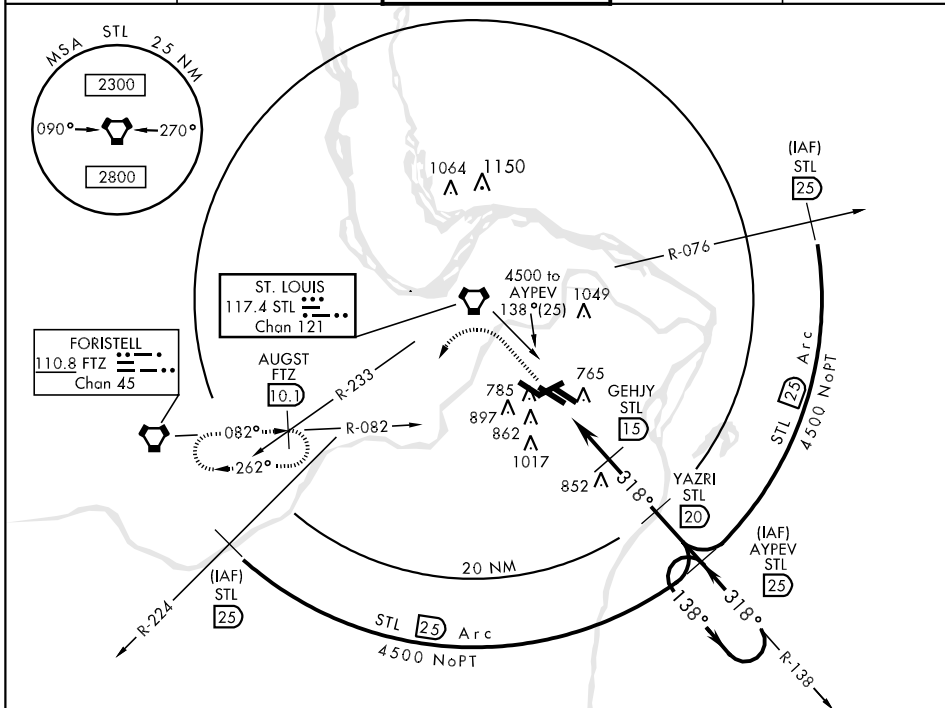
ST. LOUIS/LAMBERT-ST. LOUIS INTL (KSTL)

**A** N/A \* Inoperative table does not apply.

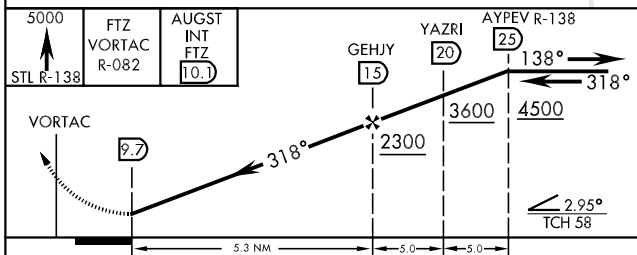


**MISSED APPROACH:** Climb to 5000 via STL R-138 and FTZ VORTAC R-082 to AUGST INT/FTZ 10.1 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	126.5 324.1	N 120.05 284.6 S 118.5 257.7	121.9 348.6	119.5 363.1



EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
S-30L *	1100/50	517 (500-1)	1100-1½ 517(500-1½)	1100-1¾	517 (500-1¾)
CIRCLING	NOT AUTHORIZED				

ELEV 618

Rwy 6-24 7602 x 150  
 Rwy 11-29 9001 x 150  
 Rwy 12L-30R 9003 x 150  
 Rwy 12R-30L 11,019 x 200

0.7% DOWN  
 0.7% UP  
 0.7% DOWN  
 0.7% UP  
 0.7% DOWN  
 0.7% UP

774

318° 5.3 NM from FAF

TDZE 583

Rwy 12R ldg 10,552'  
 Rwy 30L ldg 10,818'  
 HRL A-119  
 REIL Rwys 12L and 30L  
 TDZL/CL Rwy 11-29,  
 12L-30R, and 12R-30L

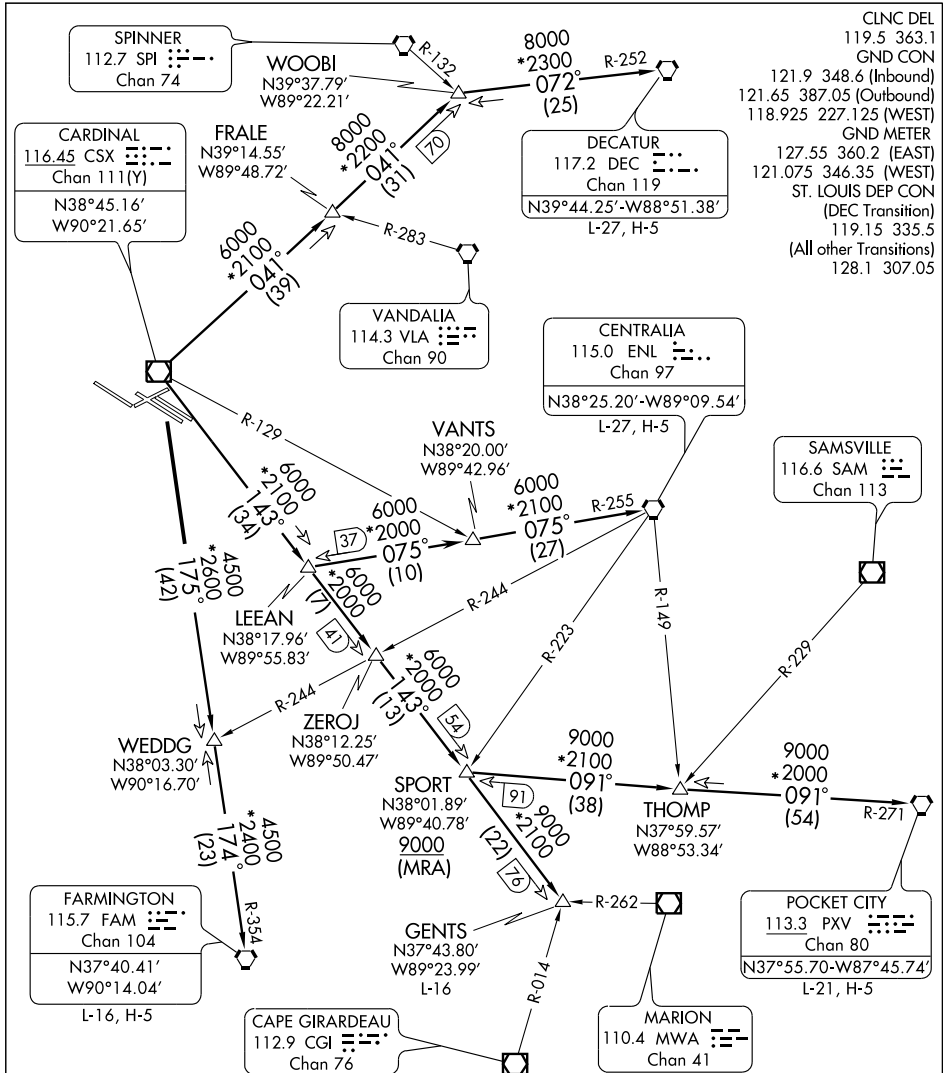


## TURBO FIVE DEPARTURE

SL-360 (FAA)

LAMBERT-ST. LOUIS (STL)

ST. LOUIS, MISSOURI



## TAKE-OFF MINIMUMS

Rwy 6, 12L, 12R, 24, 30L: Standard.

Rwy 30R: 200-1¼ or standard with minimum climb of 276' per NM to 800.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: For Turboprop/Prop aircraft only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 22 OCT 2009 to 19 NOV 2009





## DEPARTURE ROUTE DESCRIPTION

Climb and maintain 3000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

CENTRALIA TRANSITION (TURBO5.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

DECATUR TRANSITION (TURBO5.DEC): From over CSX VOR/DME via CSX R-041 to WOObI INT, then via DEC R-252 to DEC VORTAC.

FARMINGTON TRANSITION (TURBO5.FAM): From over CSX VOR/DME via CSX R-175 and FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO5.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO5.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

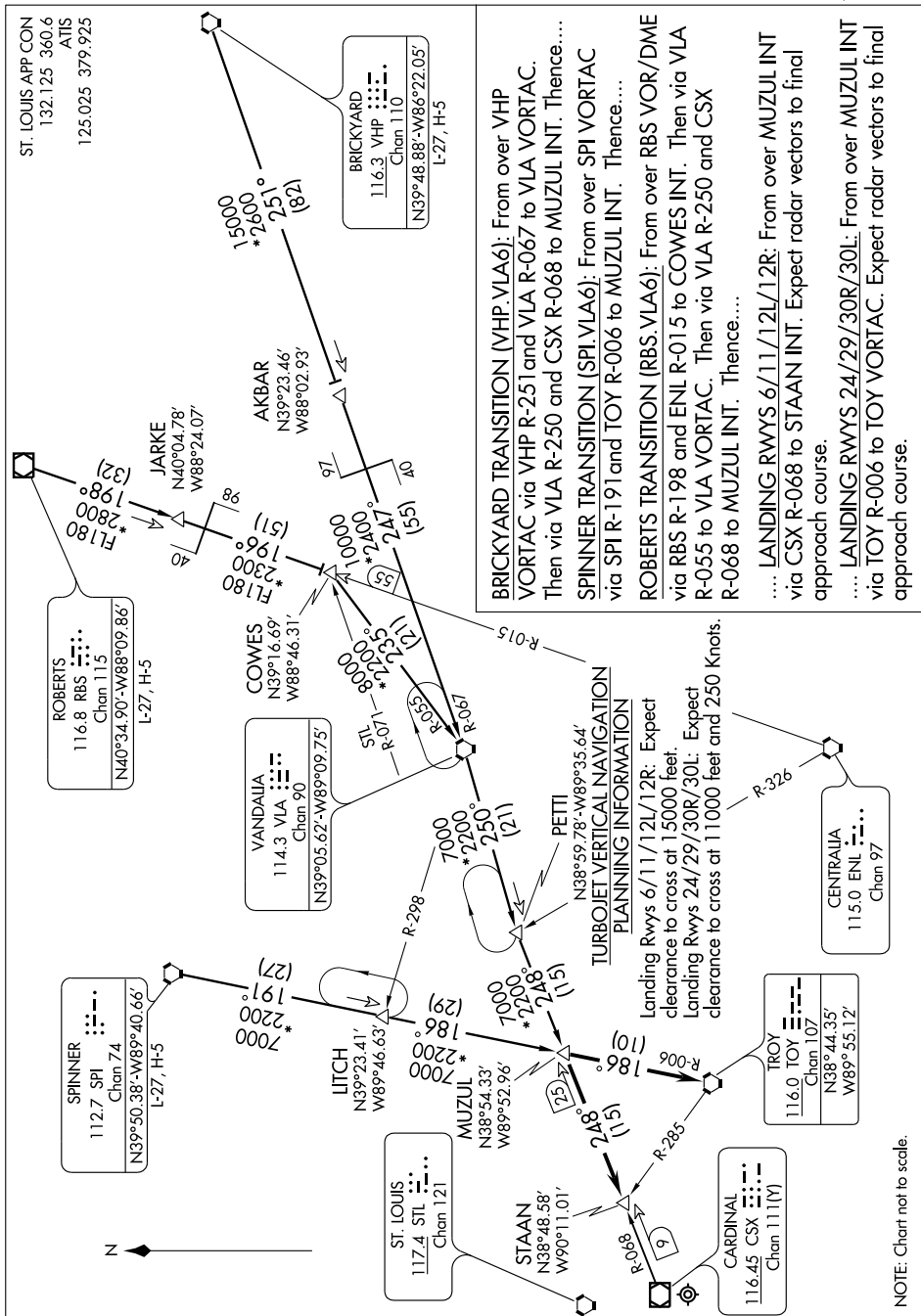
THOMP TRANSITION (TURBO5.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKE-OFF OBSTACLE NOTES

- Rwy 6: Railroad 577' from DER, 618' left of centerline, 23' AGL/557' MSL.  
 OL on LDA 1037' from DER, 709' right of centerline, 391' AGL/573' MSL.  
 Pole 1368' from DER, 635' right of centerline, 28' AGL/568' MSL.  
 Antenna on bldg 2478' from DER, 1012' right of centerline, 30' AGL/598' MSL.
- Rwy 12L: OL on DME 551' from DER, 258' left of centerline, 20' AGL/619' MSL.
- Rwy 12R: Traffic sign 1416' from DER, 705' right of centerline, 7' AGL/636' MSL.  
 Bush 1791' from DER, 503' right of centerline, 7' AGL/636' MSL.  
 Tree 1933' from DER, 370' left of centerline, 88' AGL/657' MSL.  
 Tree 2228' from DER, 162' left of centerline, 75' AGL/654' MSL.  
 Sign 2804' from DER, 873' right of centerline, 93' AGL/672' MSL.
- Rwy 24: Multiple trees and antenna beginning 3766' from DER, 899' right of centerline, up to 115' AGL/704' MSL.
- Rwy 30L: Ground beginning at DER, 157' right of centerline, up to 592' MSL.  
 Multiple trees and poles beginning 1684' from DER, 641' left of centerline, 107' AGL/684' MSL.
- Rwy 30R: OL on GS 950' from DER, on centerline, 28' AGL/587' MSL.  
 Multiple buildings and antenna beginning 1374' from DER, 709' right of centerline, up to 81' AGL/611' MSL.  
 Multiple trees and antenna beginning 4240' from DER, 253' right of centerline, up to 142' AGL/741' MSL.

## VANDALIA SIX ARRIVAL

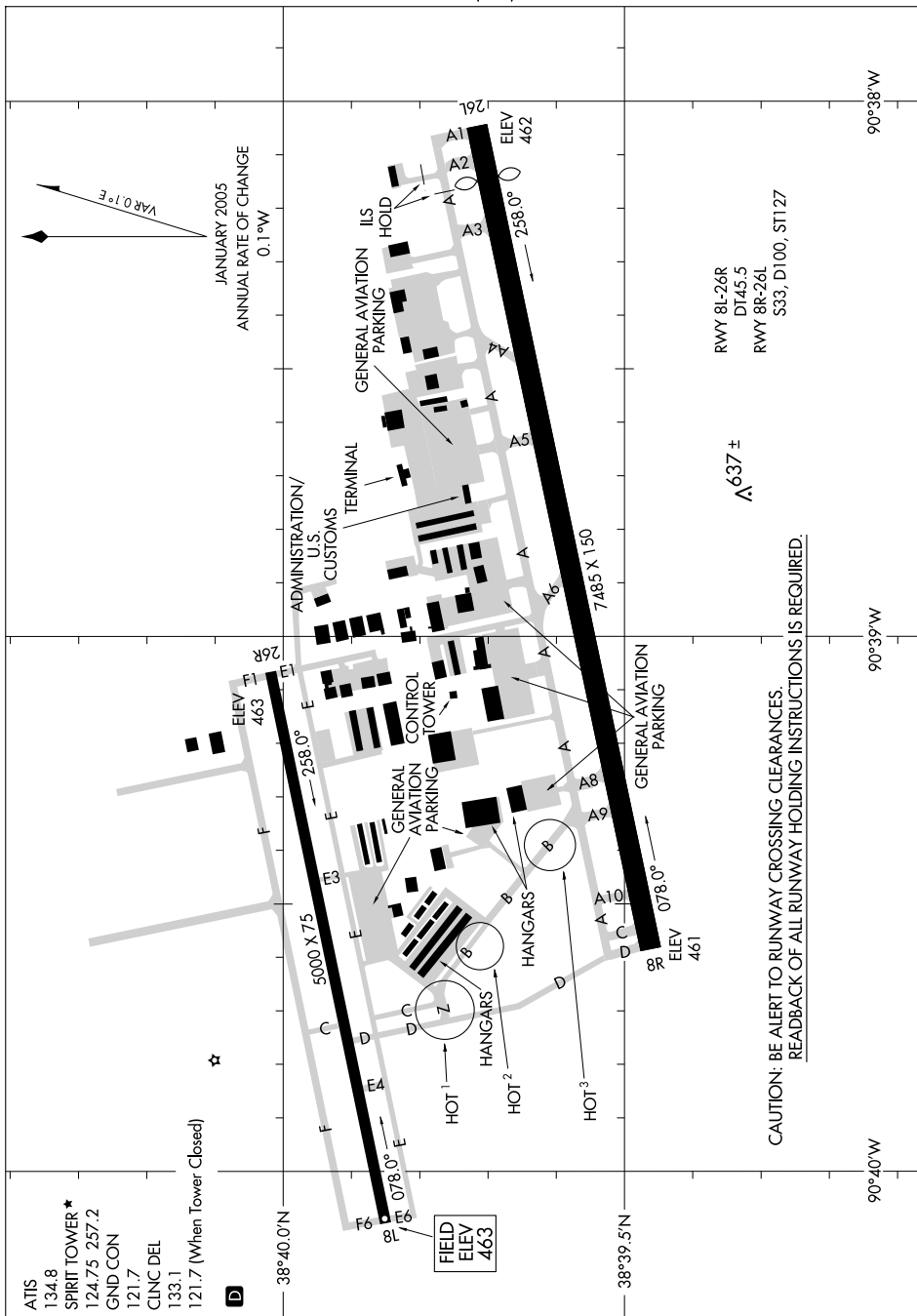
ST-360 (FAA)

LAMBERT-ST. LOUIS INTL  
ST. LOUIS, MISSOURI

# AIRPORT DIAGRAM

AL-5400 (FAA)

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)  
ST. LOUIS, MISSOURI



NC-3, 22 OCT 2009 to 19 NOV 2009

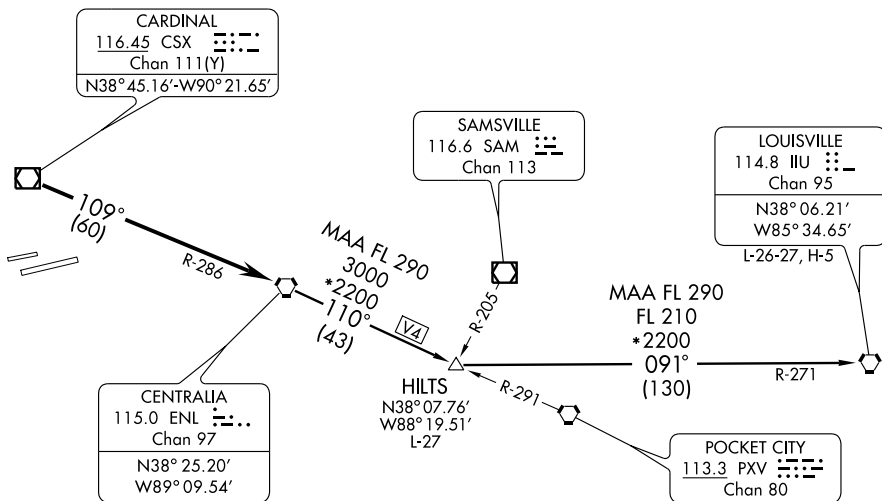
## BLUES TWO DEPARTURE

SL-5400 (FAA)

ST. LOUIS/ SPIRIT OF ST. LOUIS (STL)

ST. LOUIS, MISSOURI

ATIS  
134.8  
SPIRIT TOWER★  
124.75 257.2  
GND CON  
121.7  
CLNC DEL  
133.1



NOTE: For Turbojets only.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then IIU R-271 to IIU VORTAC.


## CARDS SEVEN DEPARTURE

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)

SL-5400 (FAA)

ST. LOUIS, MISSOURI

ATIS  
 134.8  
 SPIRIT TOWER★  
 124.75 257.2  
 GND CON  
 121.7  
 CLNC DEL  
 133.1

BRADFORD  
114.7 BDF   
Chan 94  
N41°09.58'-W89°35.27'  
L-27, H-5

## TAKE-OFF MINIMUMS

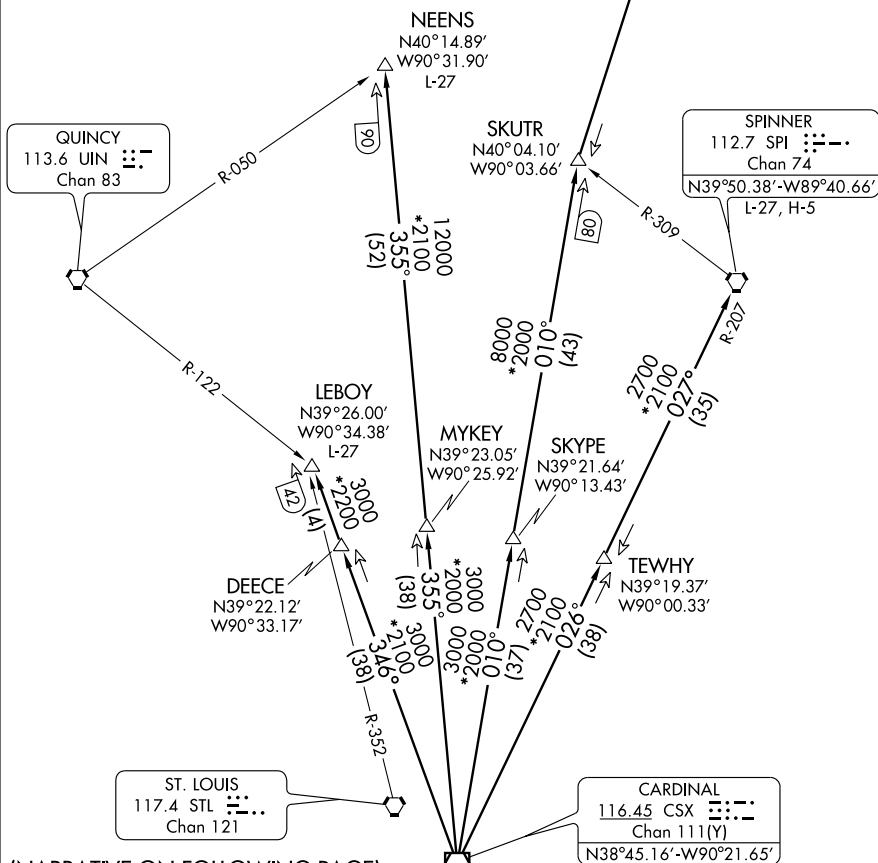
Rwy 8L, 26R: Standard.

Rwy 8R: 300-1 1/2 or standard with minimum climb of 285' per NM to 900'.

Rwy 26L: 400-1¾ or standard with minimum climb of 258' per NM to 900'.

NOTE: DME and RADAR required.

(NOTES CONTINUED ON FOLLOWING PAGE)



(NARRATIVE ON FOLLOWING PAGE)

NC-3, 22 OCT 2009 to 19 NOV 2009



# DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2,500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 and SPI R-207 to SPI VORTAC.

## TAKE-OFF OBSTACLE NOTES

Rwy 8L: Obstruction light 1214' from DER, 96' right of centerline, 27' AGL/496' MSL.

Rwy 8R: Antenna on bldg 142' from DER, 241' left of centerline, 10' AGL/470' MSL.

Antenna 262' from DER, 557' left of centerline, 26' AGL/487' MSL.

Trees beginning 5372' from DER, 1792' right of centerline, up to 94' AGL/653' MSL.

Rwy 26L: Trees beginning 1356' from DER, across centerline, up to 117' AGL/786' MSL.

# GATEWAY FOUR DEPARTURE

SL-5400 (FAA)

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)  
ST. LOUIS, MISSOURI

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION [GATWY4.BIB]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.  
BRICKYARD TRANSITION [GATWY4.VHP]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.  
CREEP TRANSITION [GATWY4.CREEP]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.  
JIGSY TRANSITION [GATWY4.JIGSY]: From over TWILA INT via TOY R-076 to JIGSY INT.  
ROSEWOOD TRANSITION [GATWY4.ROD]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.

ATIS  
134.8  
SPIRIT TOWER ★  
124.75 257.2  
GND CON  
121.7  
CLNC DEL  
133.1

ROSEWOOD  
117.5 ROD  
Chan 122  
N40°17.27'  
W84°02.59'  
L-27, H-10

BRICKYARD  
116.3 VHP  
Chan 110  
N39°48.88'  
W86°22.05'  
L-27, H-5

ST. LOUIS  
117.4 STL  
Chan 121  
N38°51.64'-W90°28.94'

CARDINAL  
116.45 CSX  
Chan 111(Y)  
N38°45.16'-W90°21.65'

BIBLE GROVE  
109.0 BIB  
Chan 27  
N38°55.22'  
W88°28.91'

MATTOON  
109.4 MTO  
Chan 31

TERRE HAUTE  
115.3 THH  
Chan 100

SHELBYVILLE  
112.0 SHB  
Chan 57  
N39°37.95'  
W85°49.46'

TROY  
116.0 TOY  
Chan 107  
N38°44.35'-W89°55.12'

CENTRALIA  
115.0 ENL  
Chan 97

WORKE  
N39°07.05'  
W87°46.42'

KELLY  
N39°24.82'  
W86°40.29'

CREEP  
N39°55.25'  
W84°18.52'  
H-10

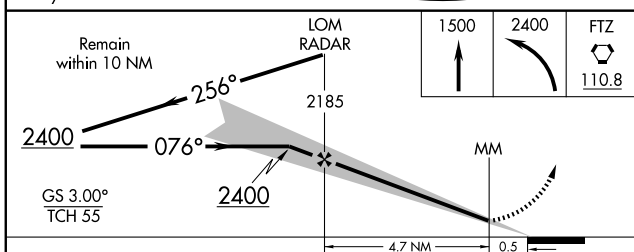
NOTE: For Turbojet aircraft only.  
NOTE: Chart not to scale.

**ILS or LOC RWY 8R**  
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

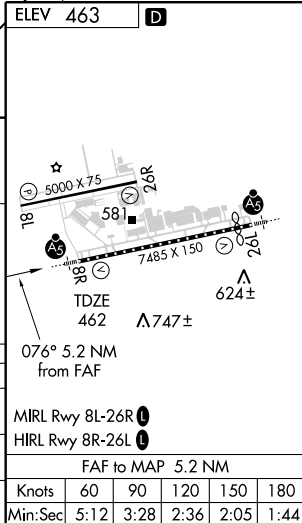
MALSR

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2400 direct FTZ VORTAC and hold.

Procedure NA for arrivals on FTZ Vortac  
airway radials 082 clockwise 150.



CATEGORY	A	B	C	D
S-ILS 8R	*662/24 200 (200-½)			
S-LOC 8R	880/24 418 (500-½)		880/40 418 (500-¾)	
CIRCLING	1100-1 637 (700-1)		1120-1¼ 657 (700-1¼)	1140-2¼ 677 (700-2¼)



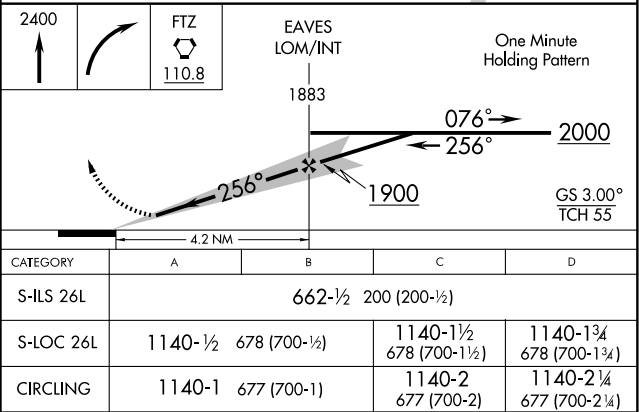
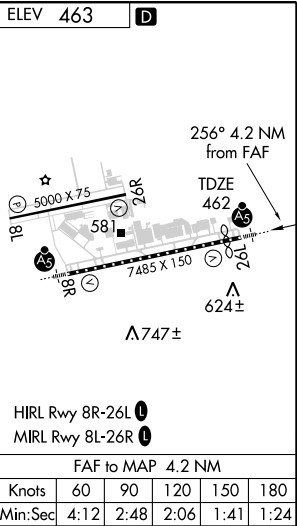
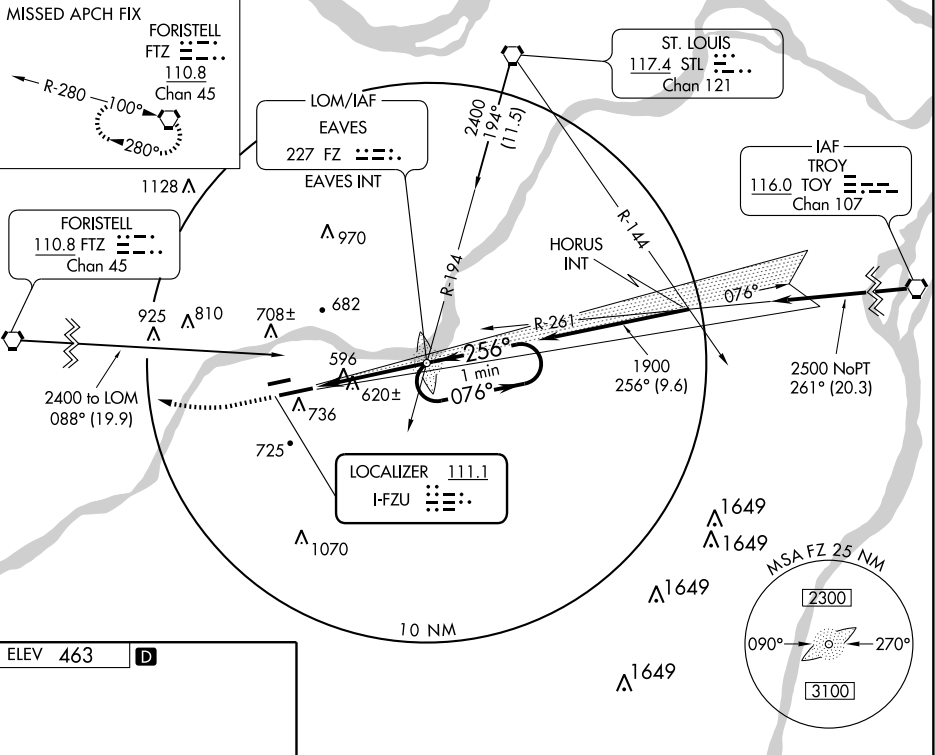


LOC I-FZU	APP CRS	Rwy Idg TDZE	7004
111.1	256°	Apt Elev	462
			463

ILS or LOC RWY 26L

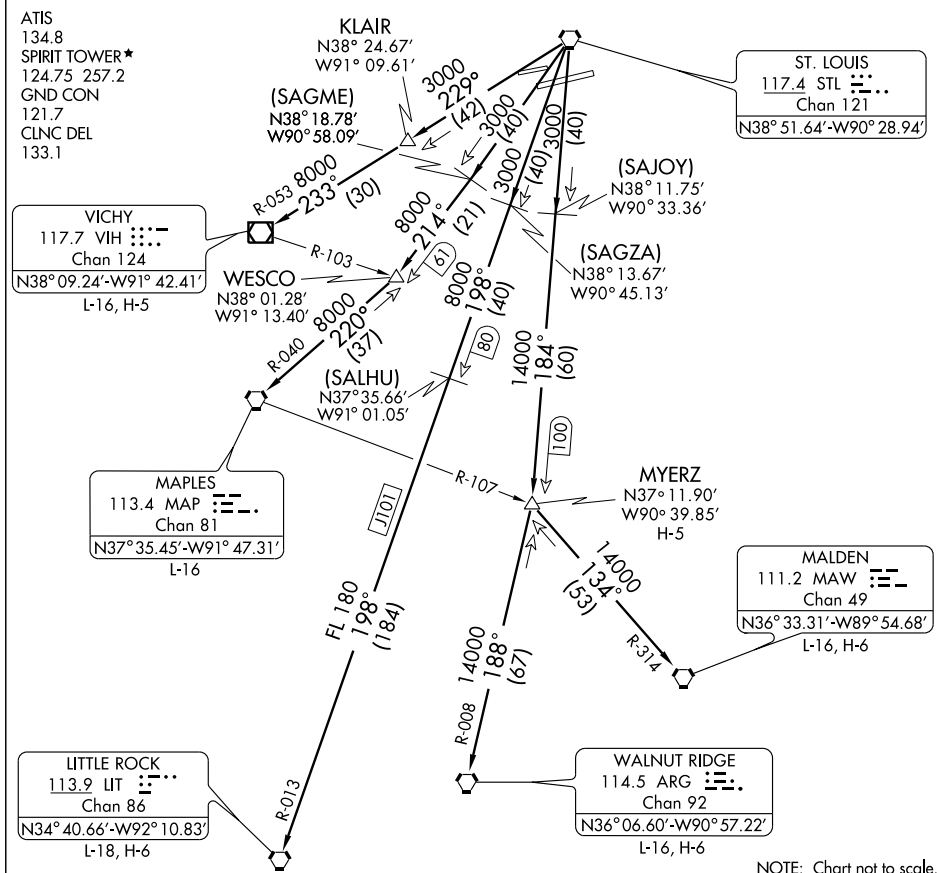
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

ATIS 134.8		ST. LOUIS APP CON 126.5 254.3		SPIRIT TOWER★ 124.75 (CTAF) 0 257.2		GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)
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NC-3, 22 OCT 2009 to 19 NOV 2009

## LINDBERGH TWO DEPARTURE

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)  
ST. LOUIS, MISSOURI

## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

**LITTLE ROCK TRANSITION (LINDY2.LIT):** From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

**MALDEN TRANSITION (LINDY2.MAW):** From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

**MAPLES TRANSITION (LINDY2.MAP):** From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

**MYERZ TRANSITION (LINDY2.MYERZ):** From over STL VORTAC via STL R-184 to MYERZ INT.

**VICHY TRANSITION (LINDY2.VIH):** From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

**WALNUT RIDGE TRANSITION (LINDY2.ARG):** From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

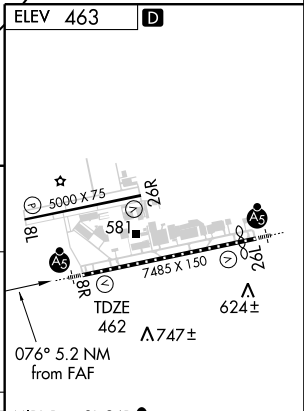
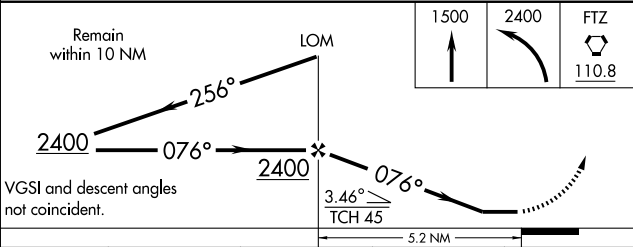
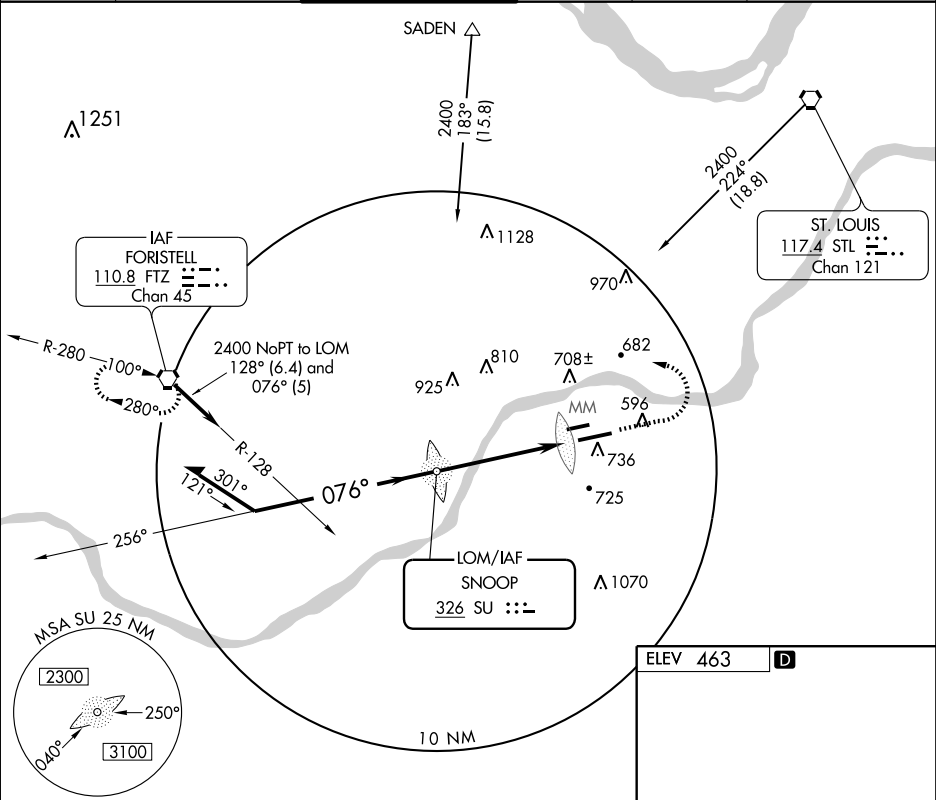
NDB RWY 8R



ST. LOUIS/ SPIRIT OF ST. LOUIS (SU<sup>S</sup>)

LOM SU <u>326</u>	APP CRS <b>076°</b>	Rwy Idg TDZE Apt Elev	<b>7245</b> <b>462</b> <b>463</b>
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<b>NA</b>	MALSR 	MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct FTZ VORTAC and hold.
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ATIS <b>134.8</b>	ST. LOUIS APP CON <b>126.5 254.3</b>	SPIRIT TOWER★ <b>124.75 (CTAF) 0 257.2</b>	GND CON <b>121.7</b>	CLNC DEL <b>133.1</b>	ST. LOUIS CLNC DEL <b>121.7</b> (when tower closed)
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CATEGORY	A	B	C	D	MIRL Rwy 8L-26R 					
S-8R	1200/40	738 (800-¾)	1200-1½ 738 (800-1½)	1200-2 738 (800-2)	MIRL Rwy 8R-26L 					
					FAF to MAP 5.2 NM					
CIRCLING	1200-1	737 (800-1)	1200-2 737 (800-2)	1200-2¼ 737 (800-2¼)	Knots	60	90	120	150	180
					Min:Sec	5:12	3:28	2:36	2:05	1:44

LOM FZ <b>227</b>	APP CRS <b>255°</b>	Rwy Idg TDZE Apt Elev	<b>7004</b> <b>462</b> <b>463</b>
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## NDB RWY 26L

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

**NA** When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all MDA 60 feet, increase S-26L Cat C and D and circling Cats B, C and D visibility  $\frac{1}{4}$  mile.

MALSR


**MISSED APPROACH:** Climb to 2400 then right turn direct FTZ VORTAC and hold.


ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER★ 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)
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MISSED APCH FIX	
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FORISTELL  
FTZ  $\frac{110.8}{\text{Chn 45}}$

Procedure NA for arrivals at TOY VORTAC on airway radials 229 clockwise 244.

ST. LOUIS  
117.4 STL   
Chan 121

IAF  
TROY  
116.0 TOY   
Chan 107

FORISTELL  
110.8 FTZ  $\Xi = \Xi \cdot \cdot$   
Chap 45

LOM/IAF —  
EAVES

(IF)  
HOPUS

2500 NoPT  
261°  
(20 3)

ELEV 463

**D**

255° 4.3 NM  
from FAF

E  
2.

 $\Lambda 747 \pm$ MIRL Rwy 8L-26R **L**HIRL Rwy 8R-26L **L**

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
S-26L	1160- $\frac{3}{4}$ 698 (700- $\frac{3}{4}$ )		1160-1 $\frac{1}{2}$ 698 (700-1 $\frac{1}{2}$ )	1160-2 698 (700-2)
CIRCLING	1160-1 697 (700-1)		1160-2 697 (700-2)	1160-2 $\frac{1}{4}$ 697 (700-2 $\frac{1}{4}$ )

## OZARK THREE DEPARTURE

ST. LOUIS, MISSOURI

ATIS

134.8

SPIRIT TOWER★

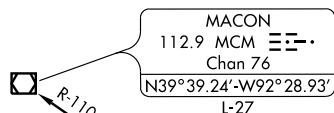
124.75 257.2

GND CON

121.7

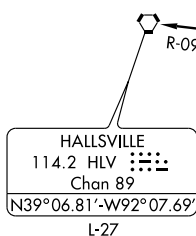
CLNC DEL

133.1



SCHMD  
N39°05.96'  
W91°04.21'

ST. LOUIS  
117.4 STL  
Chan 121  
N38°51.64'-W90°28.94'



(46)

CABIT  
N38°58.00'  
W91°09.13'

SCHMD  
N39°05.96'  
W91°04.21'

ST. LOUIS  
117.4 STL  
Chan 121  
N38°51.64'-W90°28.94'

8000  
2100  
297°  
(31)

8000  
2500  
281°  
(32)

TAKEOFF MINIMUMS: All runways standard.

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HL R-095 to HL VORTAC.

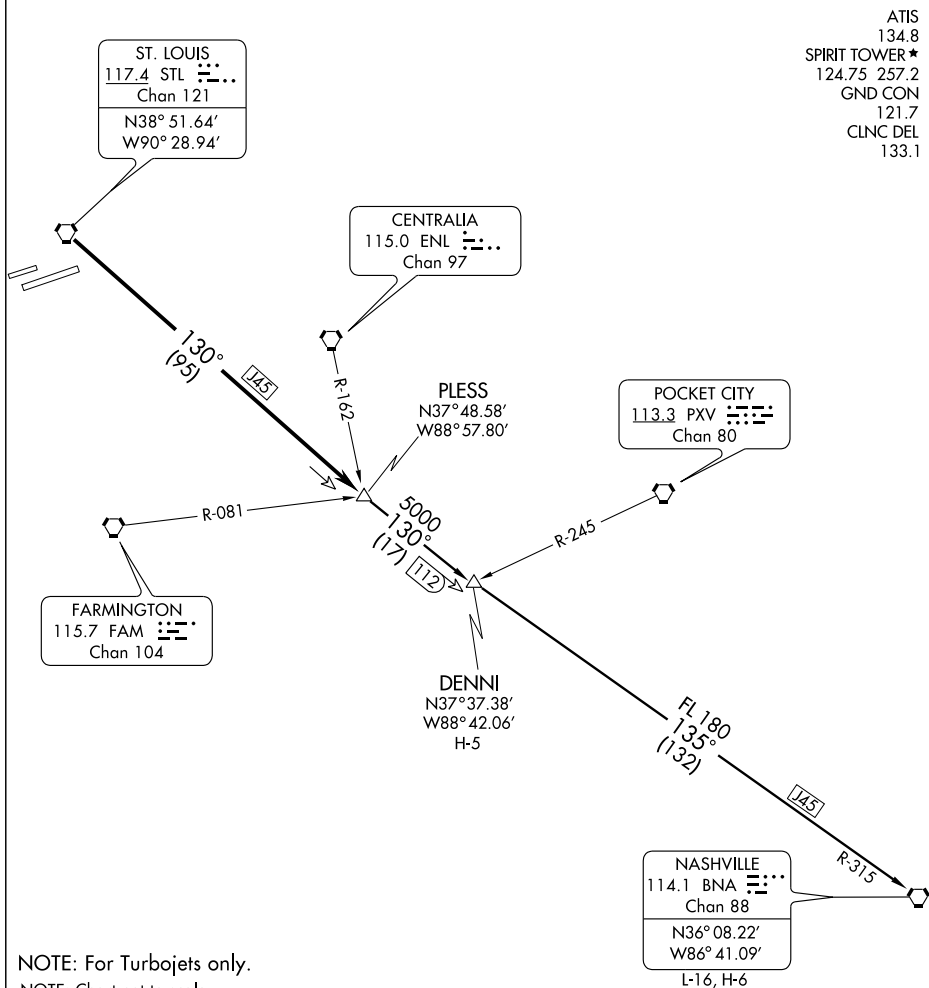
MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

## PLESS ONE DEPARTURE

SL-5400 (FAA)

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)

ST. LOUIS, MISSOURI



## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.

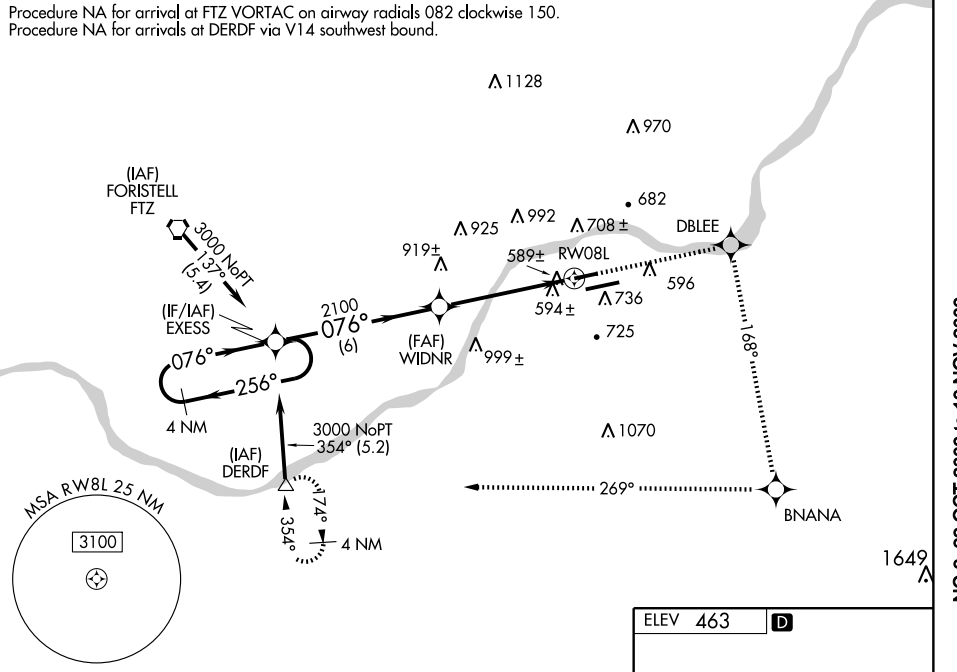
NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**▲** VDP NA and Baro-VNAV NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet and all MDA 60 feet, increase LNAV/VNAV visibility all Cats ¼ mile.

MISSED APPROACH: Climb to 3000 direct DBLEE and right turn via track 168° to BNANA and right turn via track 269° to DERDF and hold.

ATIS <b>134.8</b>	ST. LOUIS APP CON <b>126.5 254.3</b>	SPIRIT TOWER★ <b>124.75 (CTAF) 0 257.2</b>	GND CON <b>121.7</b>	CLNC DEL <b>133.1</b>	ST. LOUIS CLNC DEL <b>121.7</b> (when tower closed)
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ELEV 463

D

4 NM Holding Pattern

EXCESS

3000

256°

076°

076°

2100

6 NM

3.3 NM

1.7 NM

WIDNR

Track 168°

BNANA

Track 269°

DERDF

\*1.7NM to RW08L

\*LNAV only

RW08L

TDZE 463

5000 X.75

26R

581

7485 X 150

076° to RW08L

Λ 624±

Λ 747±

CATEGORY	A	B	C	D
LPV DA	855-1½	392 (400-1½)		NA
LNAV/ VNAV DA	1075-2¼	612 (700-2¼)		NA
LNAV MDA	1040-1	577 (600-1)		NA
CIRCLING	1100-1	637 (700-1)		NA

MIRL Rwy 8L-26R

HIRL Rwy 8R-26L

NC-3. 22 OCT 2009 to 19 NOV 2009





⚠

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, LNAV/VNAV visibilities all Cats ¼ mile and circling visibility Cat C ¼ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct JOBRK and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER★ 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)
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Procedure NA for arrivals at FASHE via V9 northbound.  
Procedure NA for arrivals at EMKAA via V88 southwest bound.

ELEV 463	
----------	--

CATEGORY	A	B	C	D
LPV DA	662-½ 200 (200-½)			
LNAV/VNAV DA	969-1¼ 507 (600-1¼)			
LNAV MDA	980-½ 518 (600-½)	980-1 518 (600-1)	980-1¼ 518 (600-1¼)	980-1¼ 518 (600-1¼)
CIRCLING	1100-1 637 (700-1)	1120-1¾ 657 (700-1¾)	1140-2¼ 677 (700-2¼)	1140-2¼ 677 (700-2¼)

MIRL Rwy 8L-26R

RHW Rwy 8R-26L

NC-3: 22 OCT 2009 to 19 NOV 2009

WAAS CH <b>97414</b> <b>W26A</b>	APP CRS <b>256°</b>	Rwy Idg <b>5000</b> TDZE <b>463</b> Apt Elev <b>463</b>
--	------------------------	---

## RNAV (GPS) RWY 26R

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (59°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, increase LPV and LNAV/VNAV all Cots visibility ½ mile.

**MISSED APPROACH:** Climb to 3000 direct EXESS and hold.

ATIS 134.8	ST. LOUIS APP CON 126.5 254.3	SPIRIT TOWER★ 124.75 (CTAF) 0 257.2	GND CON 121.7	CLNC DEL 133.1	ST. LOUIS CLNC DEL 121.7 (when tower closed)
---------------	----------------------------------	--	------------------	-------------------	--

### Procedure NA for arrivals at FASHE via V9 northbound.

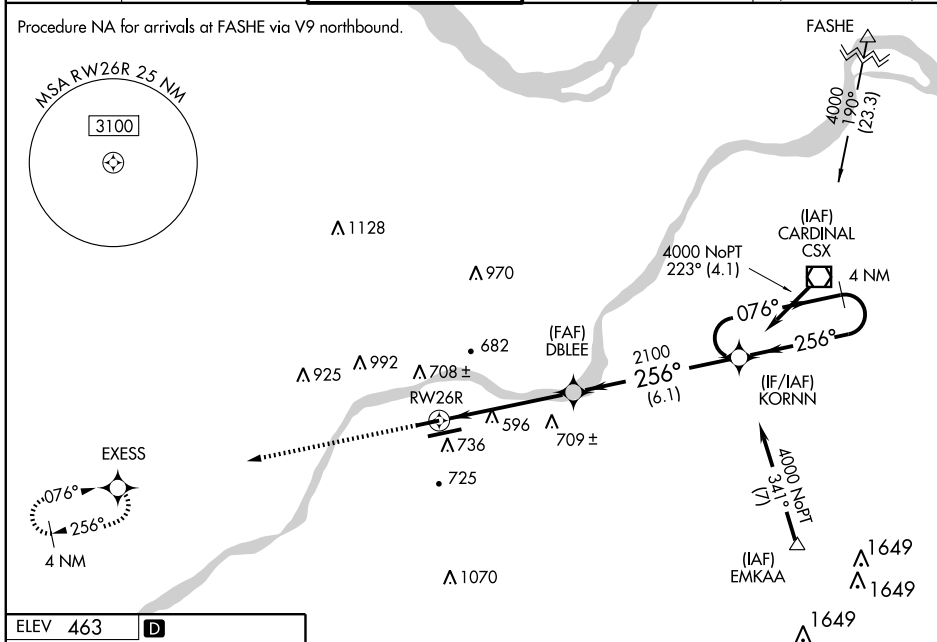
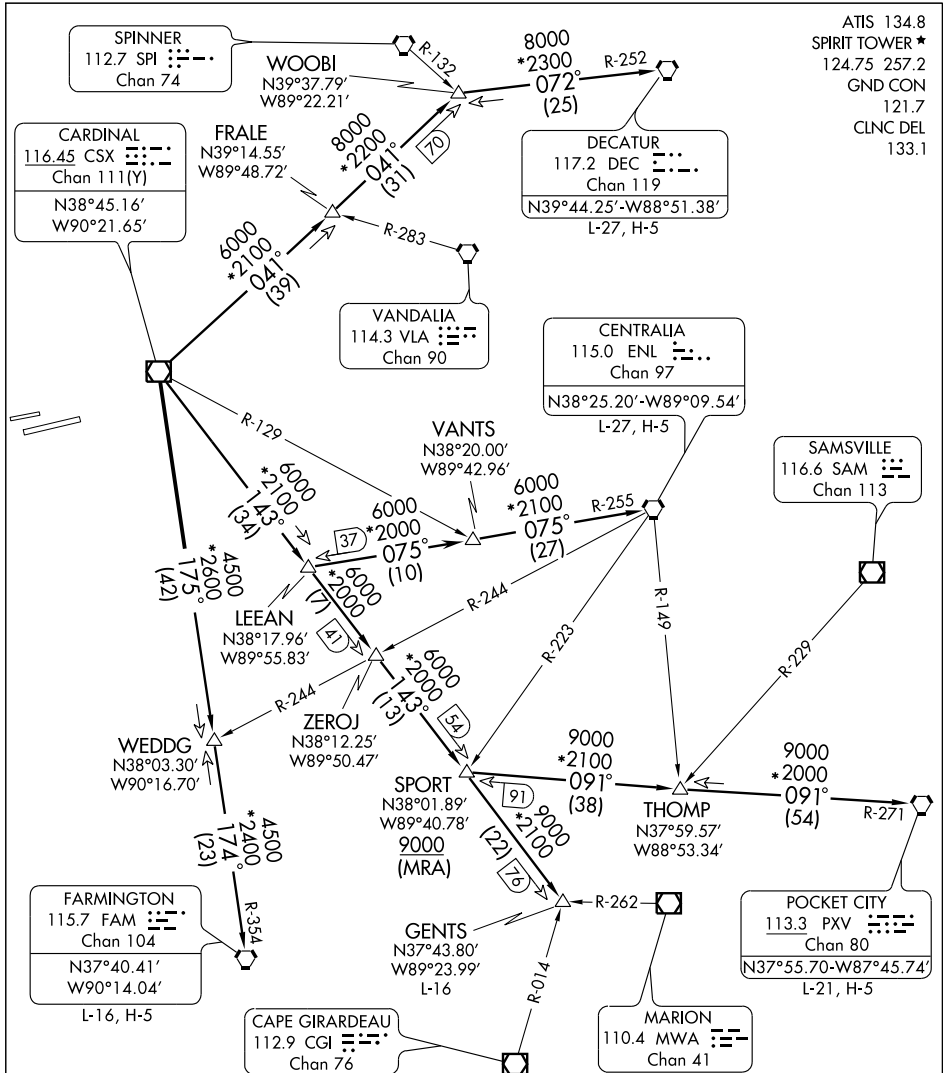


Diagram illustrating the 4 NM Holding Pattern for RW26R. The pattern is defined by a racetrack shape with a 3.6 NM inbound leg and a 6.1 NM outbound leg. The holding pattern is centered on the 2100 frequency. The diagram also shows the VGS and RNAV glidepath not coincident, and the KORN N holding pattern. The diagram includes a scale bar with 1.3 NM, 3.6 NM, and 6.1 NM segments. The diagram also includes a table with the following data:

CATEGORY	A	B	C	D
LPV DA	803-1 1/4	340 (400-1 1/4)		NA
LNAV/VNAV DA	953-1 3/4	490 (500-1 3/4)		NA
LNAV MDA	1000-1	537 (600-1)		NA
CIRCLING	1100-1	637 (700-1)		NA

## TURBO FIVE DEPARTURE

SL-5400 (FAA)

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)  
ST. LOUIS, MISSOURI

NC-3, 22 OCT 2009 to 19 NOV 2009

## TAKE-OFF MINIMUMS

Rwy 8L, 26R: Standard.

Rwy 8R: 300-1½ or standard with minimum climb of 285' per NM to 900.

Rwy 26L: 400-1¾ or standard with minimum climb of 258' per NM to 900.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: For Turboprop/Prop aircraft only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



## DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

CENTRALIA TRANSITION (TURBO5.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

DECATUR TRANSITION (TURBO5.DEC): From over CSX VOR/DME via CSX R-041 to WOBI INT, then via DEC R-252 to DEC VORTAC.

FARMINGTON TRANSITION (TURBO5.FAM): From over CSX VOR/DME via CSX R-175 and FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO5.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO5.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO5.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKE-OFF OBSTACLE NOTES

Rwy 8L: Obstruction light 1214' from DER, 96' right of centerline, 27' AGL/496' MSL.

Rwy 8R: Antenna on bldg 142' from DER, 241' left of centerline, 10' AGL/470' MSL.

Antenna 262' from DER, 557' left of centerline, 26' AGL/487' MSL.

Trees beginning 5372' from DER, 1792' right of centerline, up to 94' AGL/653' MSL.

Rwy 26L: Trees beginning 1356' from DER, across centerline, up to 117' AGL/786' MSL.

▲ NA

Use Springfield-Branson National altimeter setting.

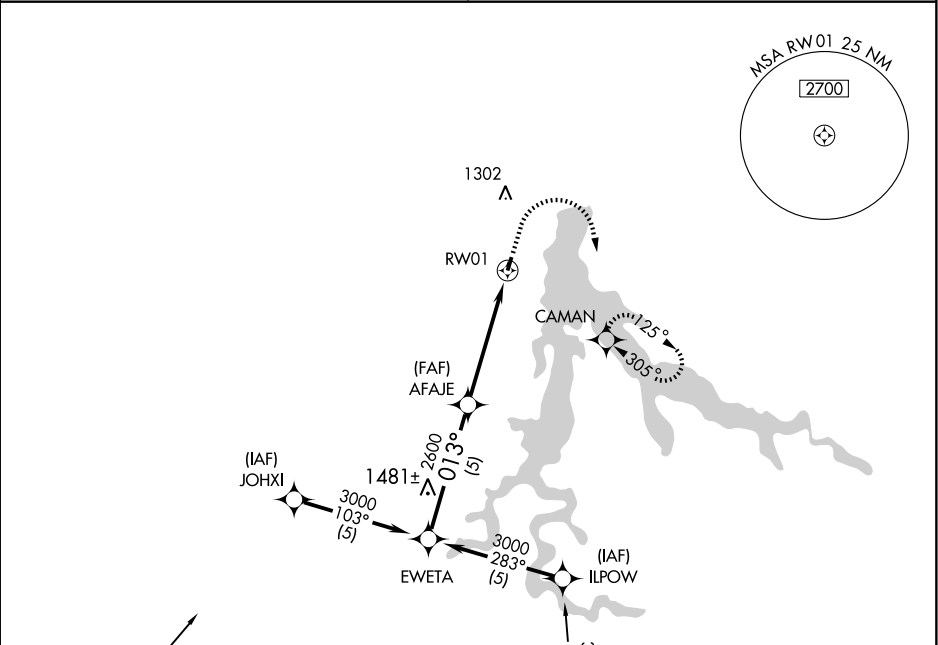
MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct CAMAN WP and hold.

SPRINGFIELD APP CON

124.95

CTAF

122.9



ELEV 1042

61

3060 X 50

TDZE 1042

013° to RW01

	EWETA	AFAJE	RW01	
	3000	2600		
	013°			
	5 NM	5 NM		
CATEGORY	A	B	C	D
S-1	1540-1	498 (500-1)	NA	
CIRCLING	1580-1	538 (600-1)	NA	

1800

2600

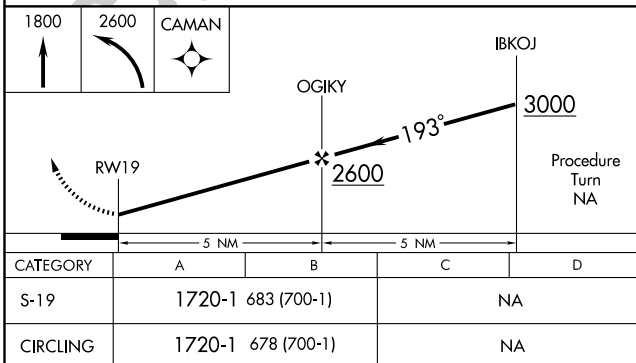
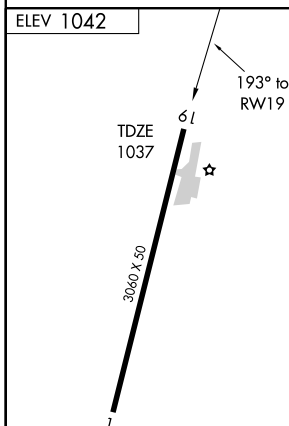
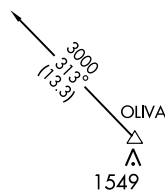
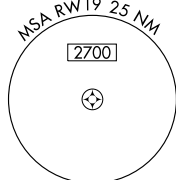
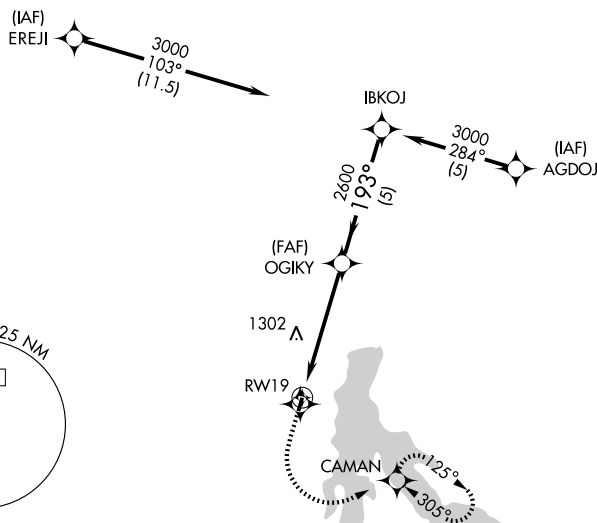
CAMAN

LRL Rwy 1-19

GPS RWY 19  
STOCKTON MUNI (MO3)

**MISSED APPROACH:** Climb to 1800 then climbing left turn to 2600 direct CAMAN WP and hold.

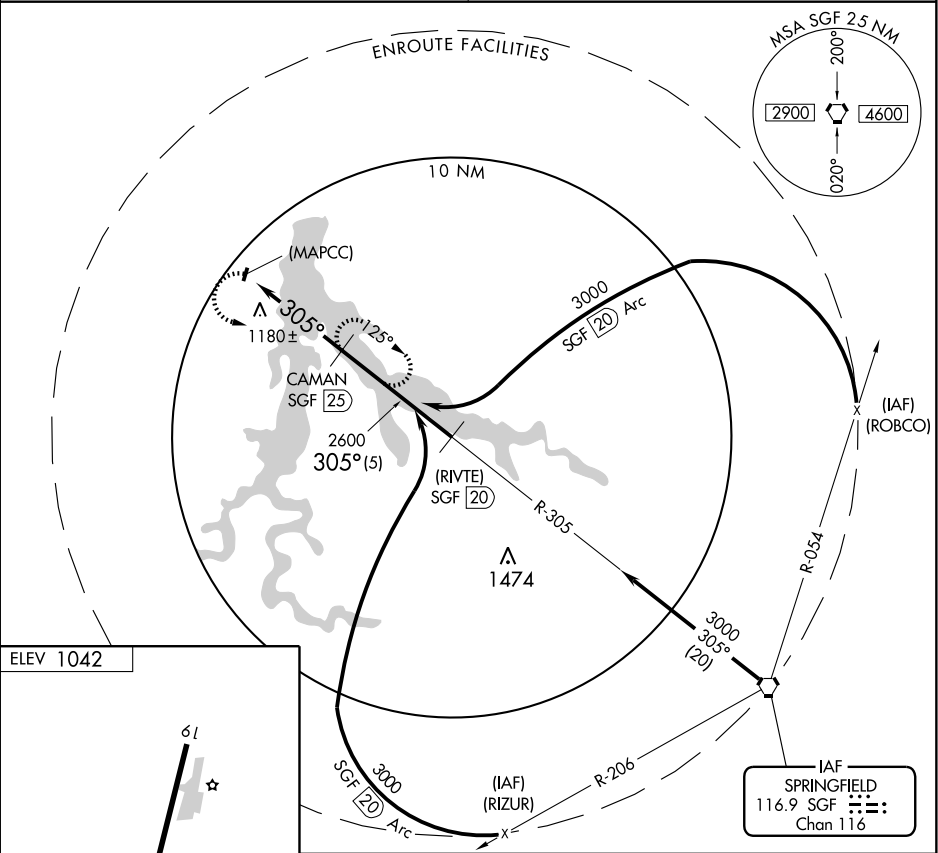
CTAF  
**122.9**



VORTAC SGF	APP CRS	Rwy Idg	N/A
116.9	305°	TDZE	N/A
Chan 116		Apt Elev	1042

VOR/DME or GPS-A  
STOCKTON MUNI (MO3)

▲ NA	Use Springfield-Branson National altimeter setting.	MISSED APPROACH: Climbing left turn to 2600 via SGF R-305 to CAMAN 25 DME and hold.
SPRINGFIELD APP CON 124.95		CTAF 122.9



ELEV 1042		3060 X 50		305° 4.4 NM from FAF	
2600 SGF R-305		CAMAN SGF 25		(MAPCC) SGF 29.4	
2600		CAMAN SGF 25		(RIVTE) SGF 20	
3000		305°		3000	
4.4 NM		5 NM		Procedure Turn NA	
CATEGORY	A	B	C	D	
CIRCLING	1580-1	538 (600-1)	NA	NA	

AL-9135 (FAA)

NDB UUV	APP CRS	Rwy Idg	<b>4499</b>
<b><u>356</u></b>	<b>246°</b>	TDZE	<b>927</b>
		Apt Elev	<b>933</b>

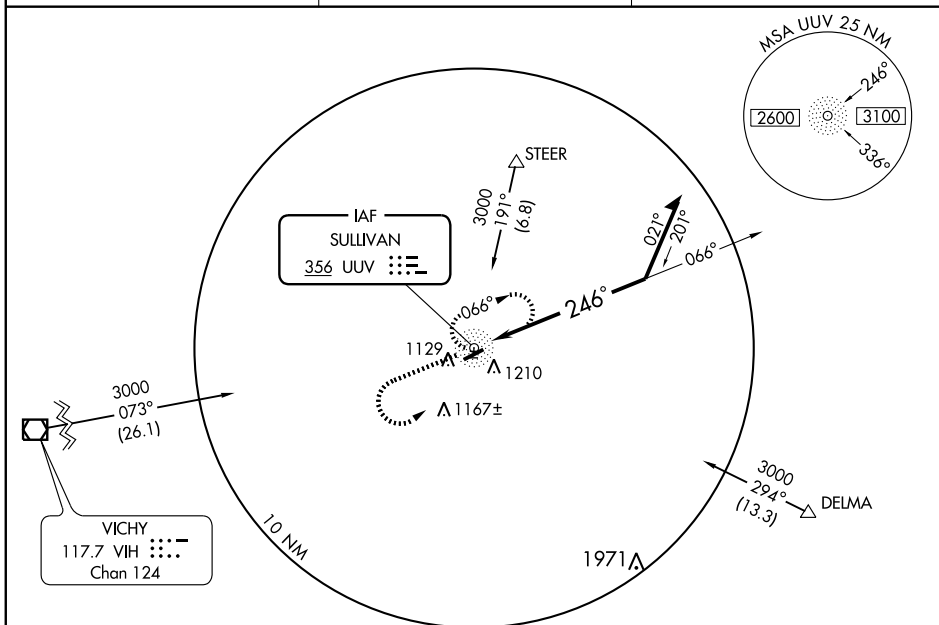
NDB RWY 24  
SULLIVAN RGNL (UUV)

**T** Obtain local altimeter on CTAF. When not received  
**A** NA use Spirit of St. Louis altimeter setting.

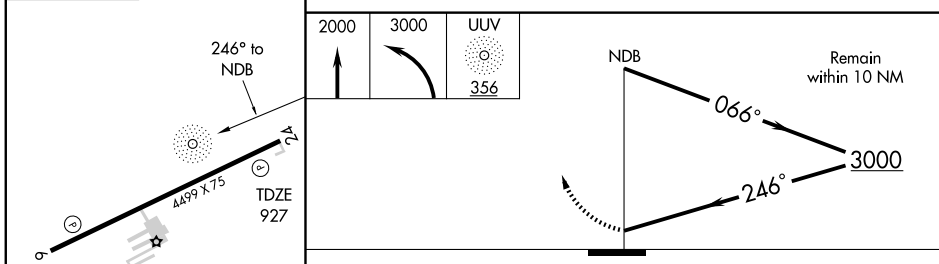
**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3000 direct UUV NDB and hold.

AWOS-3  
119.375

KANSAS CITY CENTER  
128.35 284.67

UNICOM  
122.7 (CTAF) **L**

ELEV 933



CATEGORY	A	B	C	D
S-24	1560-1	633 (700-1)	1560-1¾ 633 (700-1¾)	1560-2 633 (700-2)
CIRCLING	1560-1	627 (700-1)	1560-1¾ 627 (700-1¾)	1560-2 627 (700-2)
SPIRIT OF ST. LOUIS ALTIMETER SETTING MINIMUMS				
S-24	1720-1 793 (800-1)	1720-1¼ 793 (800-1¼)	1720-2 ¼ 793 (800-2¼)	1720-2½ 793 (800-2½)
CIRCLING	1720-1 787 (800-1)	1720-1¼ 787 (800-1¼)	1720-2¼ 787 (800-2¼)	1720-2½ 787 (800-2½)

MIRL Rwy 6-24 **L**

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WAAS CH <b>82414</b> <b>W06A</b>	APP CRS <b>058°</b>	Rwy Idg <b>4499</b> TDZE <b>933</b> Apt Elev <b>933</b>
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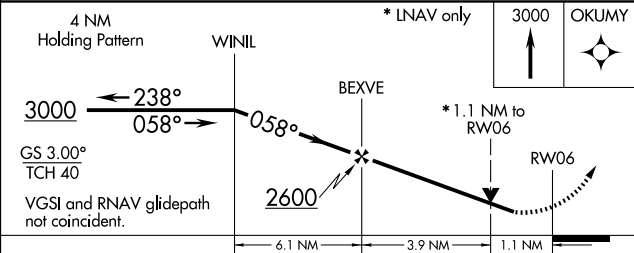
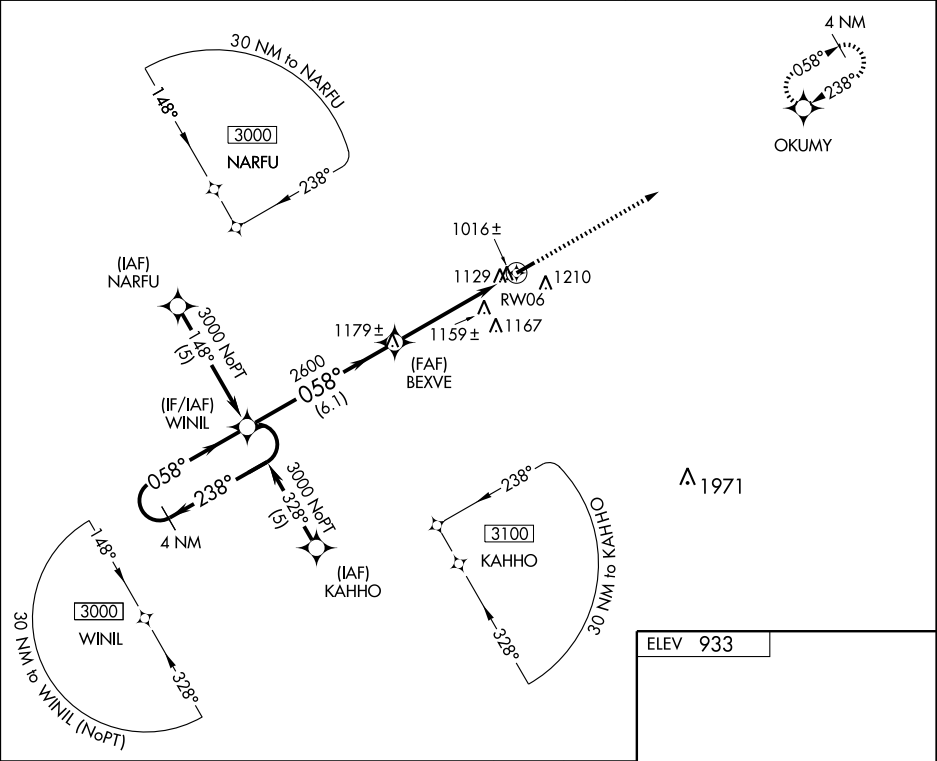
RNAV (GPS) RWY 6  
SULLIVAN RGNL (UUV)

**⚠** Circling to Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

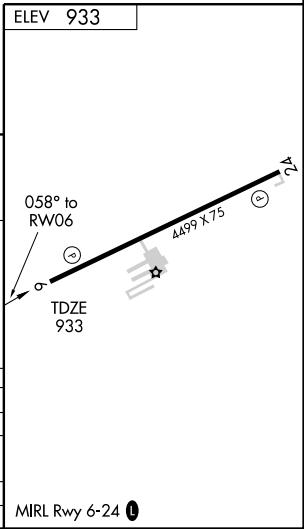
**⚠ NA** Baro-VNAV and VDP NA when using Rolla National altimeter setting. When local altimeter setting not received, use Rolla National altimeter setting and increase all DA 98 feet and all MDA 100 feet, increase LPV Cat A and B visibility ½ mile and LNAV/VNAV Cat A and B visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 3000 direct  
OKUMY and hold.

AWOS-3 <b>119.375</b>	KANSAS CITY CENTER <b>128.35 284.67</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	1236-1	303 (400-1)		NA
LNAV/VNAV DA	1488-2	555 (600-2)		NA
LNAV MDA	1420-1	487 (500-1)		NA
CIRCLING	1520-1	587 (600-1)		NA



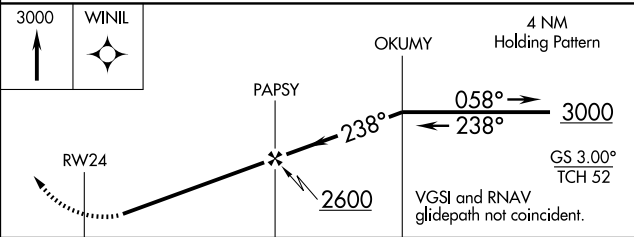
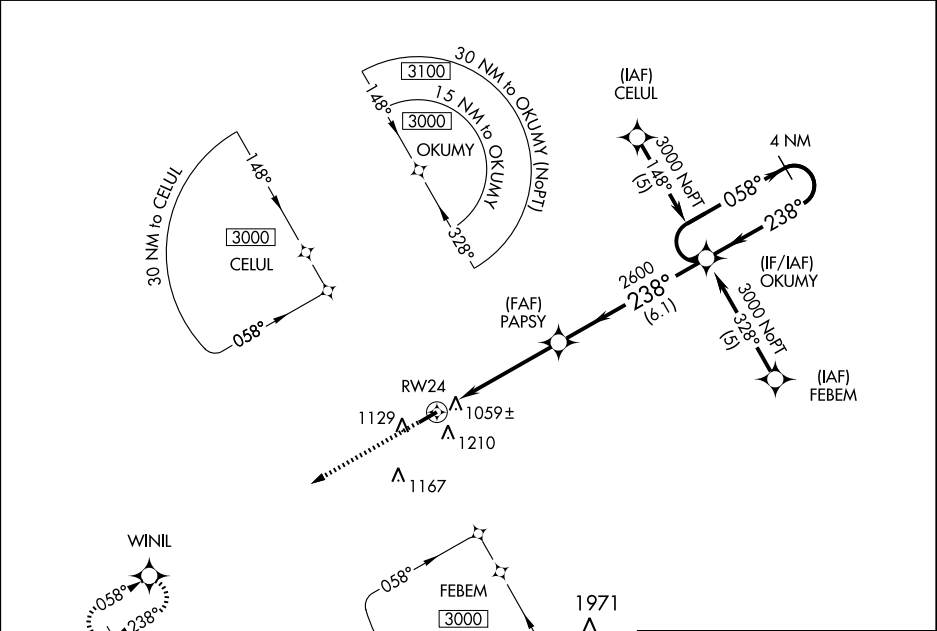
WAAS CH <b>72714</b> <b>W24A</b>	APP CRS <b>238°</b>	Rwy Idg <b>4499</b> TDZE <b>928</b> Apt Elev <b>933</b>
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RNAV (GPS) RWY 24  
SULLIVAN RGNL (UUV)

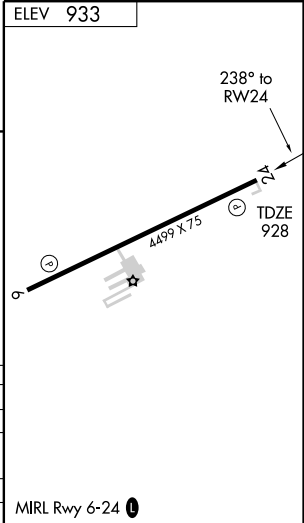
**⚠** Straight-in minimums NA at night. Circling to Rwy 24 NA at night. Baro-VNAV NA when using Rolla National altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rolla National altimeter setting and increase all DA 98 feet and all MDA 100 feet, increase LPV and LNAV/VNAV Cat A and B visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 3000 direct WINIL and hold.

AWOS-3 <b>119.375</b>	KANSAS CITY CENTER <b>128.35 284.67</b>	UNICOM <b>122.7 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA	1178-1	250 (300-1)		NA
LNAV/VNAV DA	1392-1¾	464 (500-1¾)		NA
LNAV MDA	1460-1	532 (600-1)		NA
CIRCLING	1520-1	587 (600-1)		NA



Baro-VNAV NA.

Visibility reduction by helicopters NA.

DME/DME RNP- 0.3 NA.

Use Shenandoah altimeter setting; if not received, use Clarinda altimeter setting and increase all DAs 13 feet/MDAs 20 feet, and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct IDOYE and hold.

SHENANDOAH AWOS-3

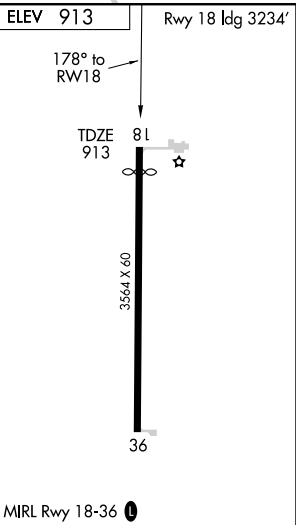
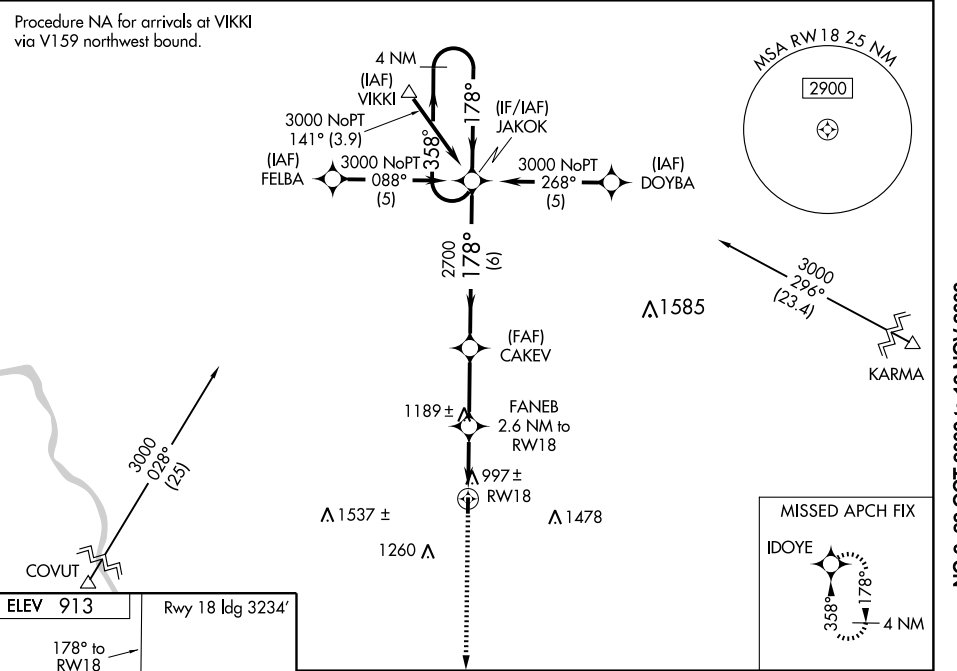
125.525

MINNEAPOLIS CENTER

119.6 290.4

CTAF

122.9 0



4 NM Holding Pattern				JAKOK	CAKEV	FANEB 2.6 NM to RW18	RW18	3000	IDOYE
3000				358°	178°	178°	2700	*1780	*LNAV only
GS 3.00° TCH 40				6 NM	2.8 NM	2.6 NM			
CATEGORY	A	B	C	D					
LPV DA	1272-1¼ 359 (400-1¼)				NA				
LNAV/ VNAV DA	1375-1¾ 462 (500-1¾)				NA				
LNAV MDA	1500-1 587 (600-1)		1500-1½ 587 (600-1½)		NA				
CIRCLING	1520-1 607 (700-1)	1540-1 627 (700-1)		1540-1¾ 627 (700-1¾)		NA			

NC-3, 22 OCT 2009 to 19 NOV 2009

Baro-VNAV NA.

Visibility reduction by helicopters NA.

DME/DME RNP- 0.3 NA.

Use Shenandoah altimeter setting; if not received, use Clarinda altimeter setting and increase all DAs 13 feet/MDAs 20 feet, and LNAV/VNAV Cats. A/B/C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JAKOK and hold.

SHENANDOAH AWOS-3

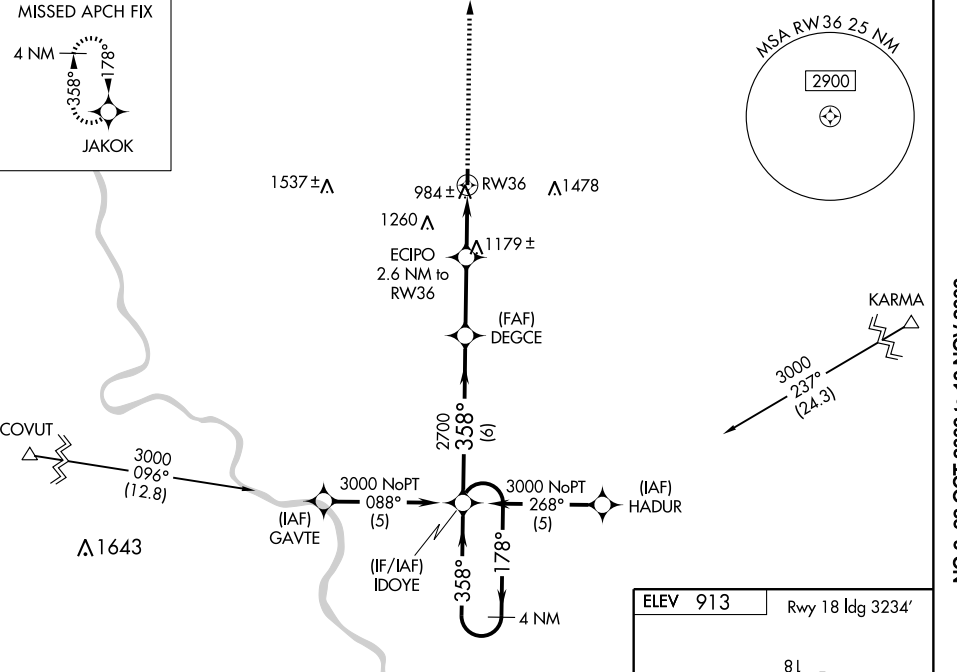
125.525

MINNEAPOLIS CENTER

119.6 290.4

CTAF

122.9 0



3000

JAKOK

\*LNAV only

ECIPO

2.6 NM to RW36

DEGCE

IDOYE

4 NM Holding Pattern

178°

358°

3000

GS 3.00°

TCH 40

2700

1780\*

2.6 NM

2.8 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	1280-1¼	368 (400-1¼)		NA
LNAV/VNAV DA	1352-1½	440 (500-1½)		NA
LNAV MDA	1480-1	568 (600-1)	1480-1½ 568 (600-1½)	NA
CIRCLING	1520-1 607 (700-1)	1540-1 627 (700-1)	1540-1¾ 627 (700-1¾)	NA

ELEV 913

Rwy 18 Idg 3234'

81

3564 X 60

TDZE 912

36

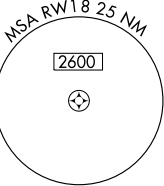
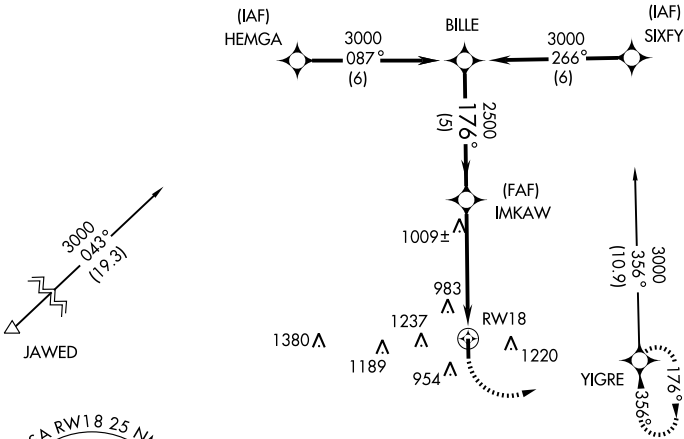
358° to RW36

MIRL Rwy 18-36 0

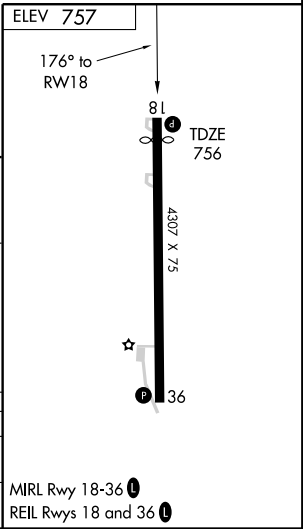
APP CRS	Rwy Idg	3907
176°	TDZE	756
	Apt Elev	757

<div><div>▼</div><div>▲NA</div></div> <div>Use Chillicothe Muni altimeter setting.</div>	MISSED APPROACH: Climb to 2200, then climbing left turn to 3000 direct YIGRE WP and hold.
COLUMBIA RADIO 122.2	UNICOM 122.8 (CTAF) <b>0</b>

▲1473

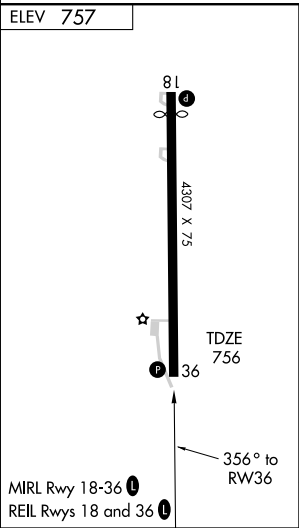
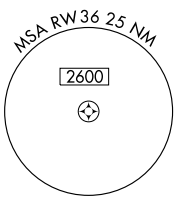
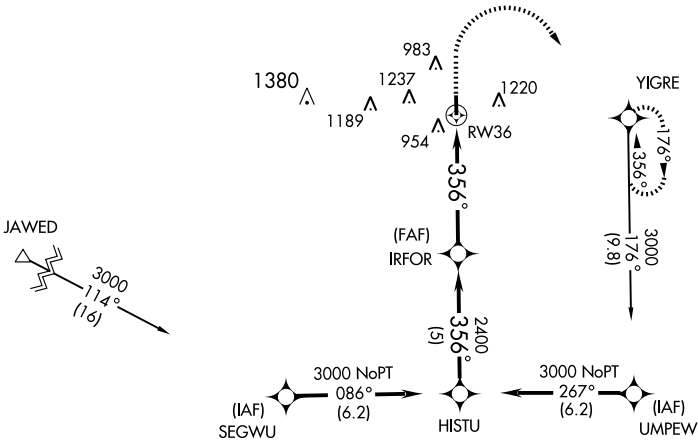


	BILLE		IMKAU		RWY 18	
	3000		2500			
Procedure	Turn		NA			
CATEGORY	A	B	C	D		
S-18	1320-1	564 (600-1)	NA			
CIRCLING	1360-1	603 (700-1)	NA			



APP CRS	Rwy Idg	4307
356°	TDZE	756
	Apt Elev	757

<div><div><div></div><div>NA</div></div><div>Use Chillicothe Muni altimeter setting.</div></div>	MISSED APPROACH: Climb to 2200, then climbing right turn to 3000 direct YIGRE WP and hold.
COLUMBIA RADIO 122.2	UNICOM 122.8 (CTAF) <b>1</b>

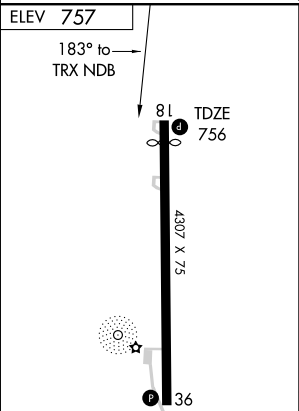
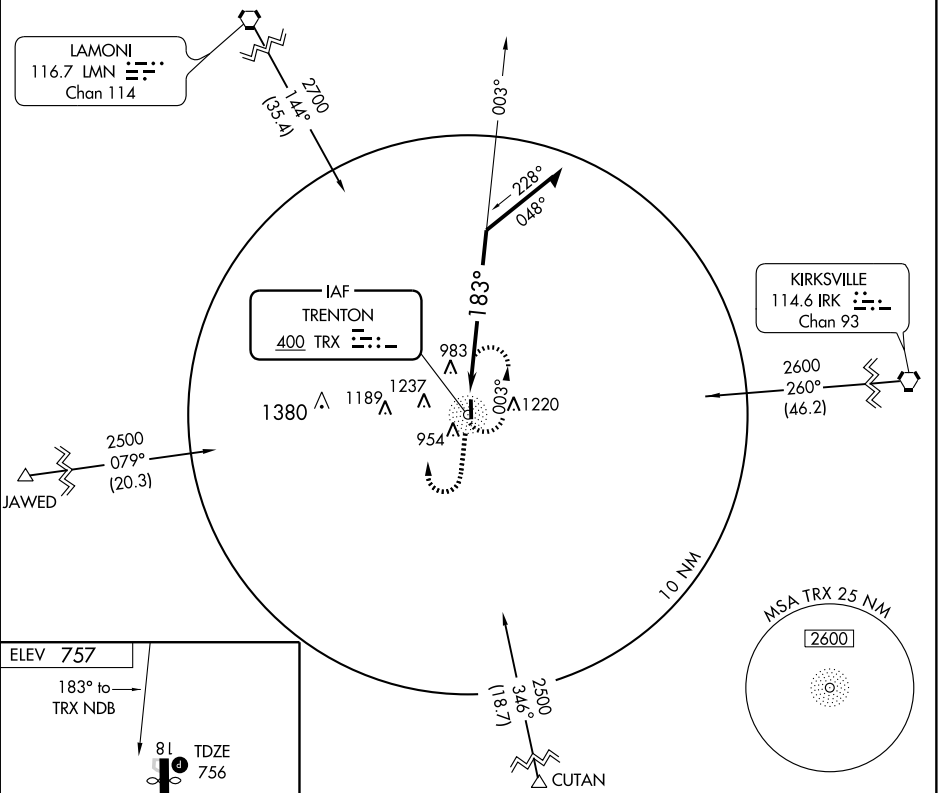





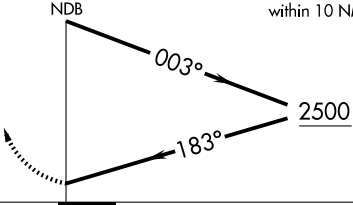
<div><div>2200</div><div>3000</div><div>YIGRE</div></div>				
<div><div><div>RW36</div><div>HISTU</div></div><div><div>IRFOR</div><div>3000</div></div><div><div>2400</div><div>356°</div></div><div>Procedure Turn NA</div></div>				
<div><div>5 NM</div><div>5 NM</div></div>				
CATEGORY	A	B	C	D
S-36	1280-1 524 (600-1)		NA	
CIRCLING	1360-1 603 (700-1)		NA	

NDB TRX <b>400</b>	APP CRS <b>183°</b>	Rwy Idg TDZE Apt Elev	<b>3907</b> <b>756</b> <b>757</b>
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NDB RWY 18  
TRENTON MUNI (TRX)

Use Chillicothe Muni altimeter setting. NA	MISSED APPROACH: Climb to 2200, then climbing right turn to 2500 direct TRX NDB and hold.
COLUMBIA RADIO <b>122.2</b>	UNICOM <b>122.8 (CTAF)</b>

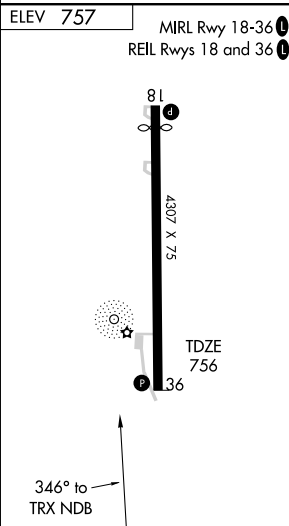
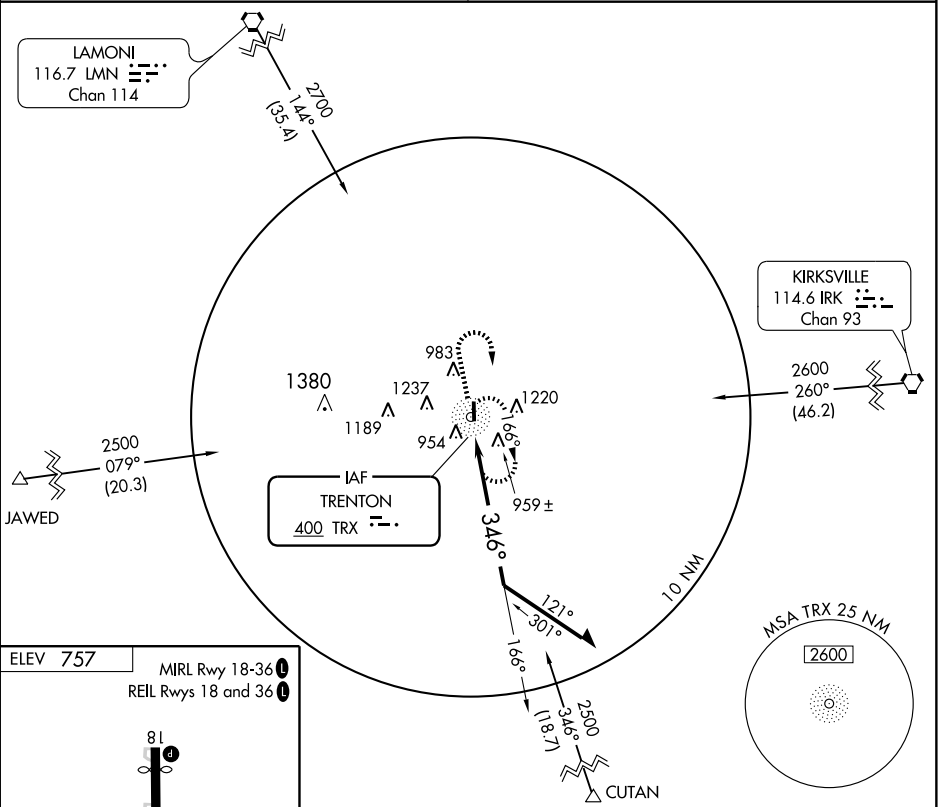


2200	2500	TRX 400	Remain within 10 NM			
						
CATEGORY	A	B	C	D		
S-18	1480-1	724 (800-1)	NA			
CIRCLING	1480-1	723 (800-1)	NA			

NDB TRX <b>400</b>	APP CRS <b>346°</b>	Rwy Idg <b>4307</b> TDZE <b>756</b> Apt Elev <b>757</b>
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NDB RWY 36  
TRENTON MUNI (TRX)

<b>NA</b> Use Chillicothe Muni alimeter setting.	MISSED APPROACH: Climb to 2200, then climbing right turn to 2500 direct TRX NDB and hold.
COLUMBIA RADIO <b>122.2</b>	UNICOM <b>122.8 (CTAF)</b>



2200	2500	TRX  400	NDB	Remain within 10 NM
			166°	2500
			346°	
CATEGORY	A	B	C	D
S-36	1380-1 624 (700-1)		NA	
CIRCLING	1380-1 623 (700-1)		NA	



WAAS CH <b>45803</b> <b>W18A</b>	APP CRS <b>181°</b>	Rwy Idg TDZE Apt Elev	<b>4206</b> <b>797</b> <b>798</b>
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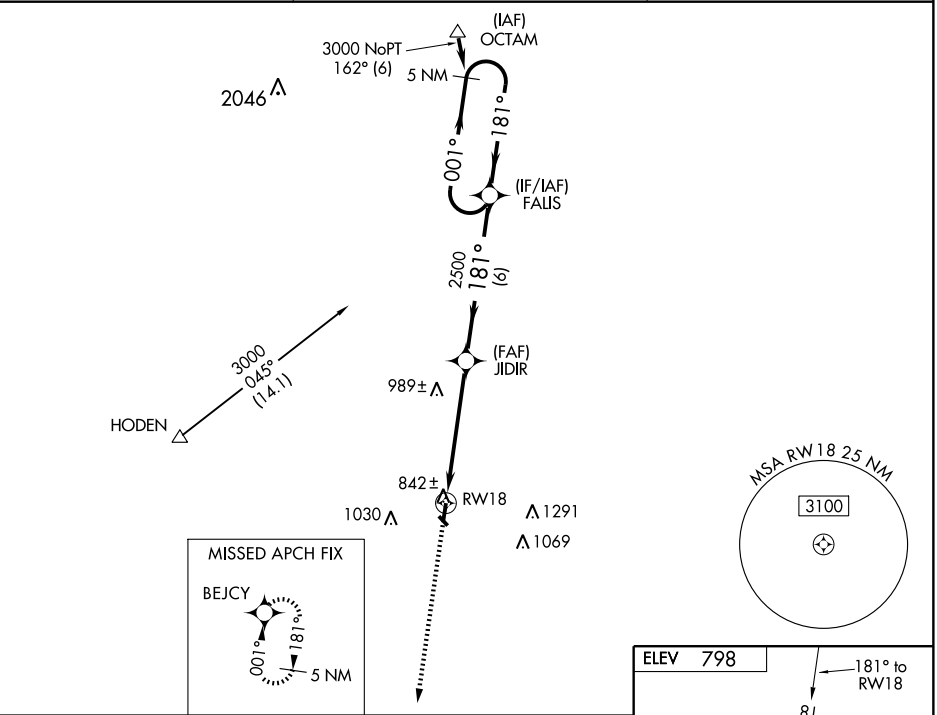
# RNAV (GPS) RWY 18



WARRENSBURG/ SKYHAVEN (RCM)

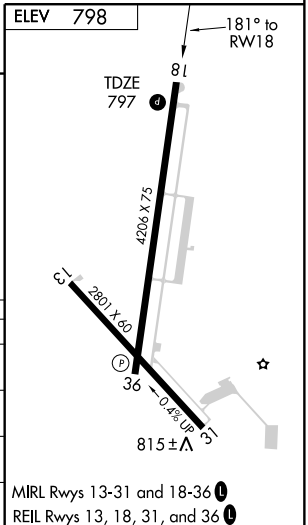
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler  
Downtown altimeter setting and increase all DA/MDA 80 feet.



MISSED APPROACH: Climb to 3000  
direct BEJCY and hold

AWOS-3 <b>119.575</b>	WHITEMAN APP CON ★ <b>127.45 284.0</b>	UNICOM <b>123.0</b> (CTAF) 
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3000	BEJCY				
					
		RW18		JIDIR	
		5.2 NM		6 NM	
		2500		3000	
		181°		001°	
		181°		181°	
		FALIS		5 NM Holding Pattern	
				GS 3.00° TCH 40	
CATEGORY	A	B	C	D	
LPV DA	1086-1	289 (300-1)		NA	
LNAV/VNAV DA	1141-1¼	344 (400-1¼)		NA	
LNAV MDA	1280-1	483 (500-1)	1280-1¼ 483 (500-1¼)	NA	
CIRCLING	1300-1 502 (600-1)	1320-1 522 (600-1)	1320-1½ 522 (600-1½)	NA	



MIRL Rwy 13-31 and 18-36   
REIL Rwy 13, 18, 31, and 36 

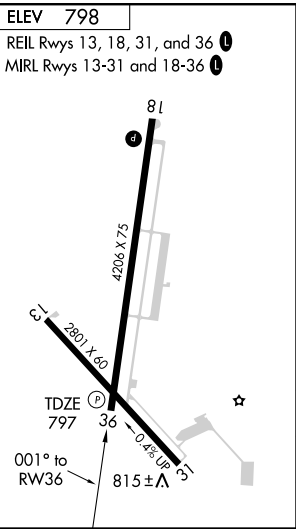
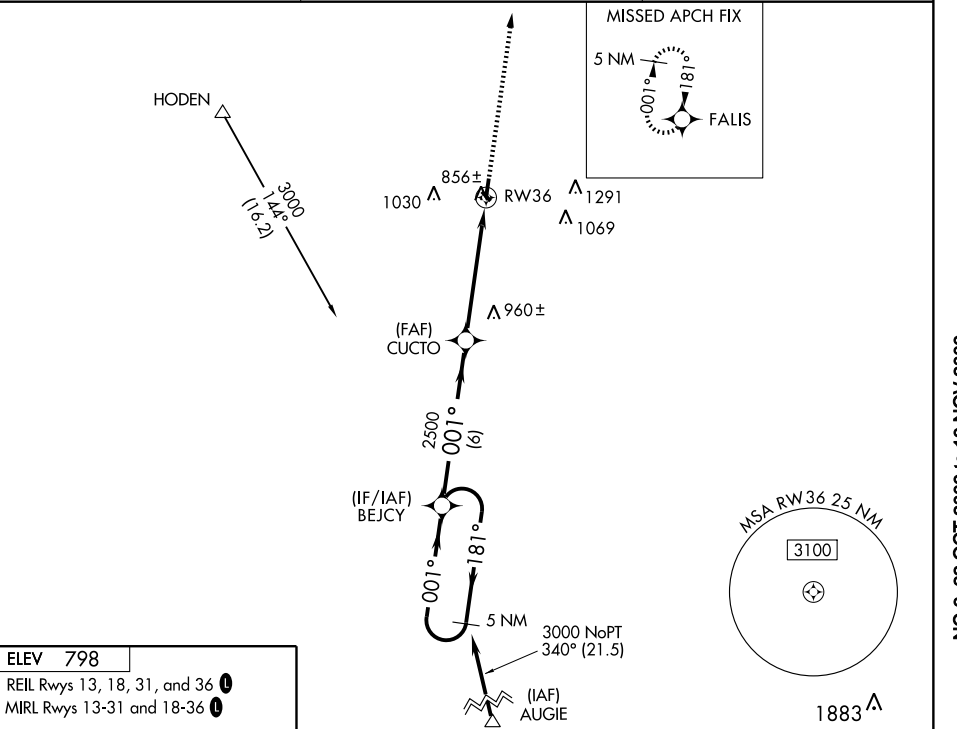
▼

NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler Downtown altimeter setting and increase all DA/MDA 80 feet.

MISSED APPROACH: Climb to 3000 direct FALIS and hold.

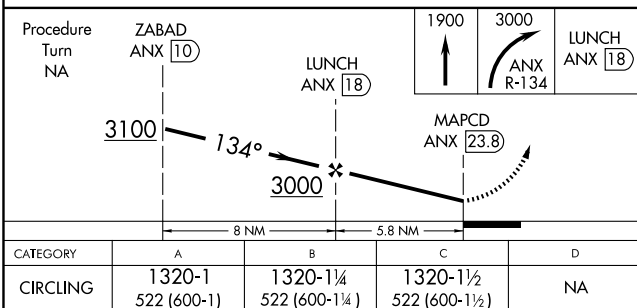
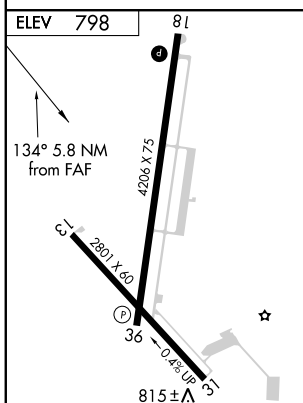
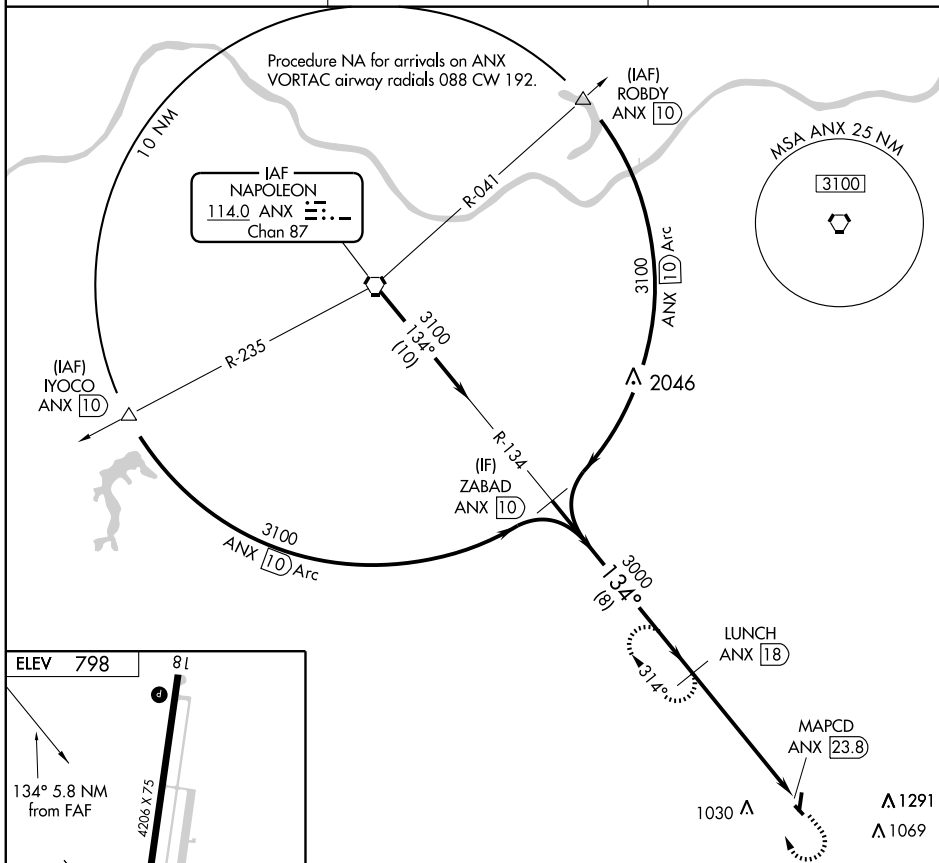
AWOS-3 119.575	WHITEMAN APP CON ★ 127.45 284.0	UNICOM 123.0 (CTAF) 0
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5 NM Holding Pattern				
BEJCY				
3000 ← 181° 001° →				
GS 3.00° TCH 36				
CUCTO				
2500				
6 NM 5.2 NM				
RW36				
CATEGORY	A	B	C	D
LPV DA	1086-1 289 (300-1)			NA
LNAV/VNAV DA	1197-1½ 400 (400-1½)			NA
LNAV MDA	1260-1	463 (500-1)	1260-1¼ 463 (500-1¼)	NA
CIRCLING	1300-1 502 (600-1)	1320-1 522 (600-1)	1320-1½ 522 (600-1½)	NA

**MISSED APPROACH:** Climb to 1900, then climbing right turn to 3000 via ANX R-134 to LUNCH/18 DME and hold.

UNICOM  
123.0 (CTAF) **L**



MIRL Rlys 13-31 and 18-36 **L**  
REIL Rlys 13, 18, 31, and 36 **L**

APP CRS <b>153°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>488</b> <b>488</b>
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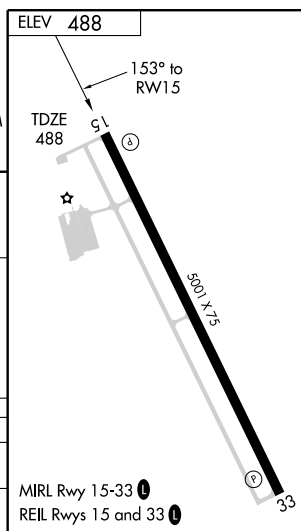
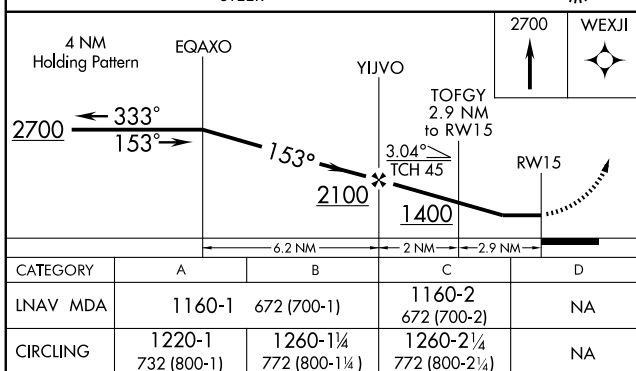
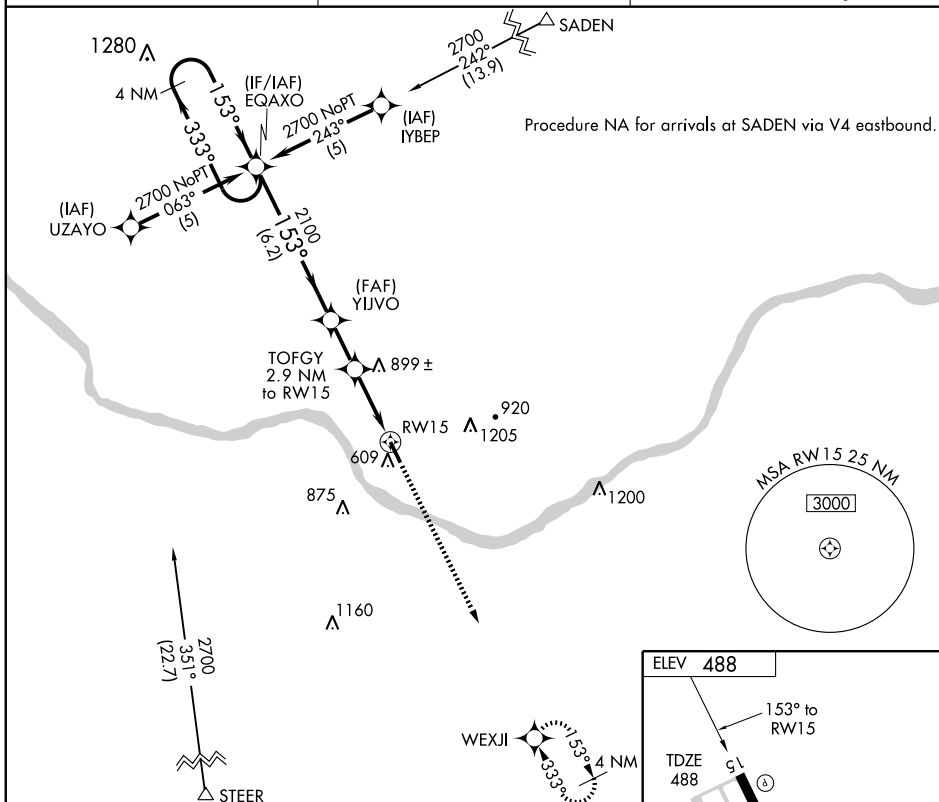
RNAV (GPS) RWY 15  
WASHINGTON RGNL (FYG)

- T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**A** When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility  $\frac{1}{4}$  mile.

**MISSED APPROACH:** Climb to 2700 direct WEXJI and hold.

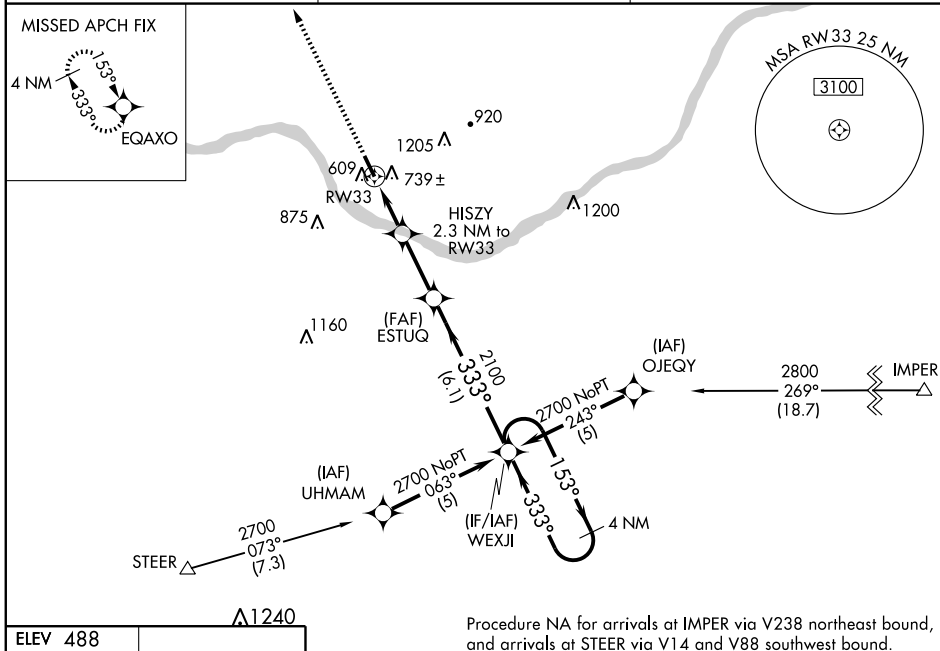
AWOS-3  
**121.325**

ST. LOUIS APP CON  
126.5 254.3

UNICOM  
122.8 (CTAF) **L**

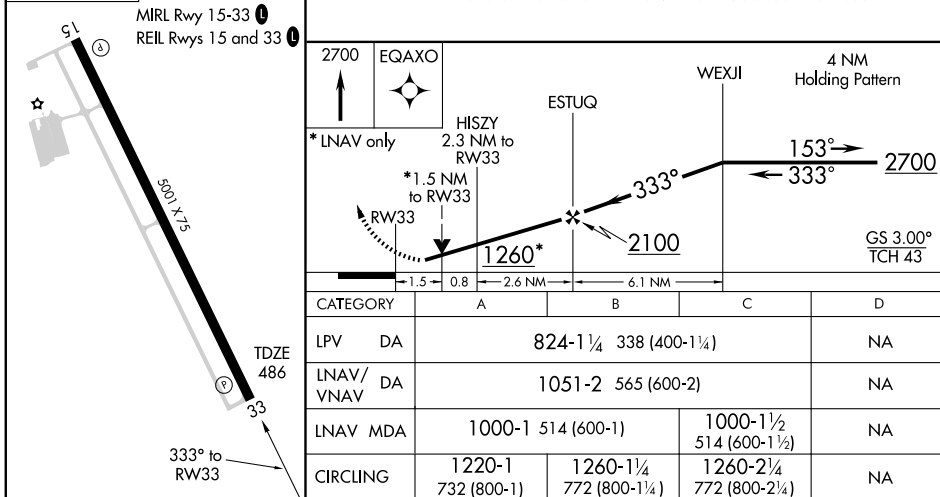
**RNAV (GPS) RWY 33**  
WASHINGTON RGNL (FYG)

**MISSED APPROACH:** Climb to 2700 direct EQAXO and hold.

UNICOM  
122.8 (CTAF) **L**

Procedure NA for arrivals at IMPER via V238 northeast bound, and arrivals at STEER via V14 and V88 southwest bound.

NC-3. 22 OCT 2009 to 19 NOV 2009



VORTAC FTZ <b>110.8</b> Chan <b>45</b>	APP CRS <b>184°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>488</b>
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VOR-A

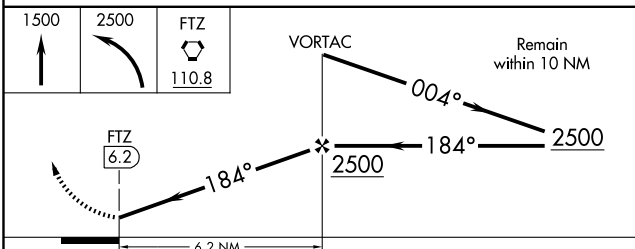
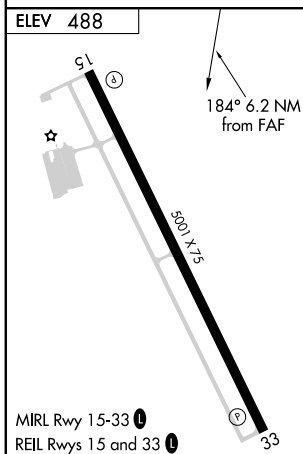
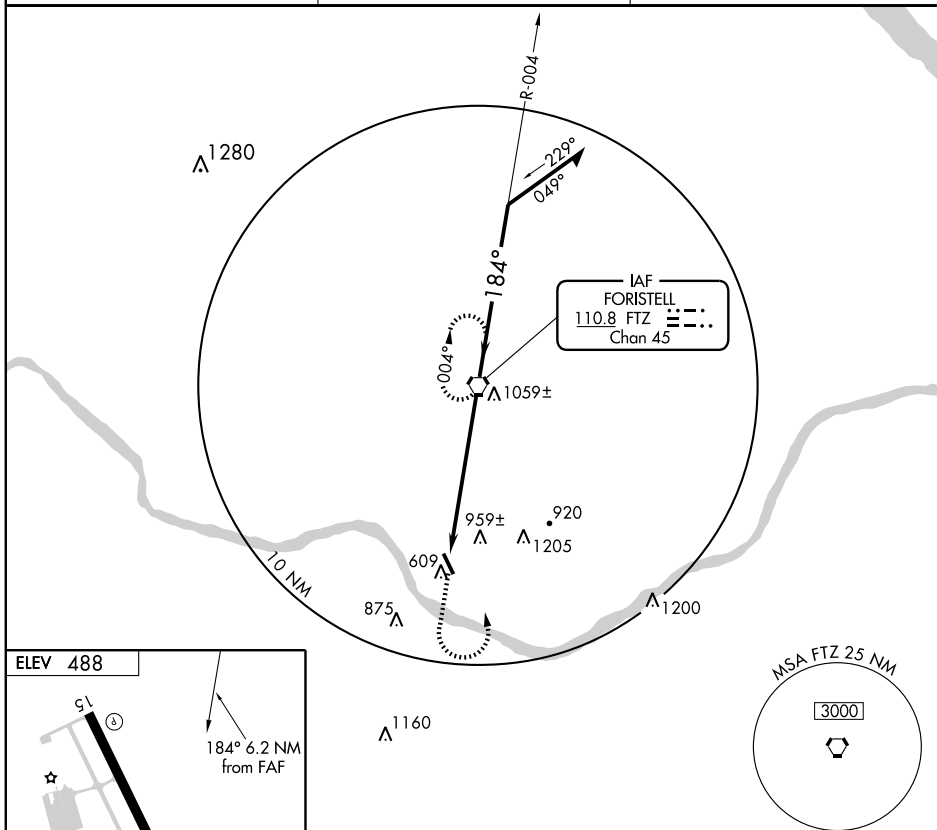
WASHINGTON RGNL (FYG)

**T** When local altimeter setting not received, use Spirit of  
**A** St. Louis altimeter setting and increase all MDA 60 feet  
 and increase Circling Cat C visibility  $\frac{1}{4}$  mile.

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2500 direct FTZ VORTAC and hold.

AWOS-3  
**121.325**

ST. LOUIS APP CON  
126.5 254.3

UNICOM  
122.8 (CTAF) **L**

FAF to MAP 6.2 NM							CATEGORY	A	B	C	D
Knots	60	90	120	150	180		CIRCLING	1220-1	1260-1¼	1260-2¼	NA
Min:Sec	6:12	4:08	3:06	2:29	2:04			732 (800-1)	772 (800-1¼)	772 (800-2¼)	

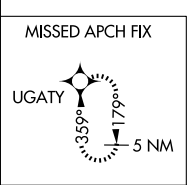
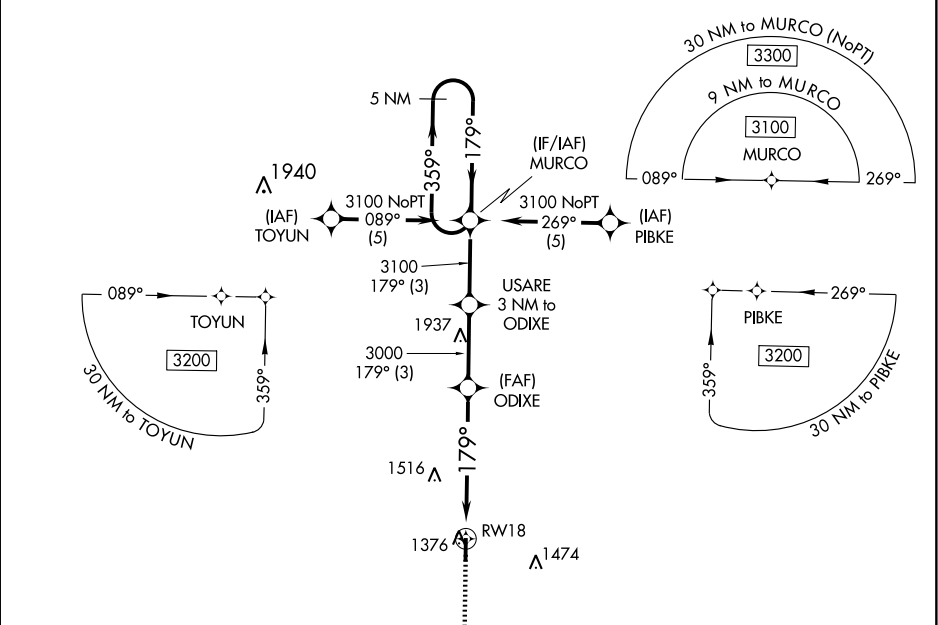
APP CRS	Rwy Idg	5102
179°	TDZE	1227
	Apt Elev	1228

RNAV (GPS) RWY 18  
WEST PLAINS MUNI (UNO)

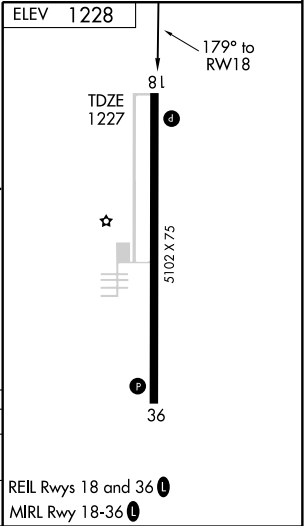
▼ If local altimeter setting not received, use Mountain Home, AR altimeter setting and increase all MDAs 140 feet.  
▲ DME/DME RNP-0.3 NA.  
VDP NA when using Mountain Home, AR altimeter setting.

MISSED APPROACH: Climb to 3000 direct UGATY and hold.

ASOS 123.825	MEMPHIS CENTER 120.075 289.4	UNICOM 122.8 (CTAF) 0
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3000	UGATY	USARE 3 NM to ODIKE	MURCO	5 NM Holding Pattern
1.2 NM to RW18	ODIKE	3100	3100	3100
1.2	4.2 NM	3 NM	3 NM	
CATEGORY	A	B	C	D
LNAV MDA	1640-1	413 (500-1)	1640-1¼ 413 (500-1¼)	NA
CIRCLING	1680-1	452 (500-1)	1680-1½ 452 (500-1½)	NA



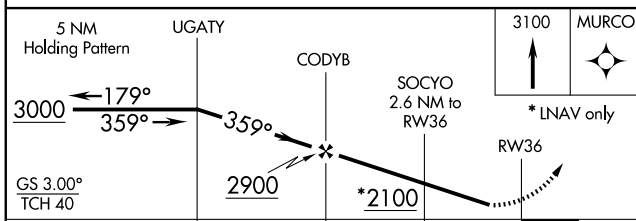
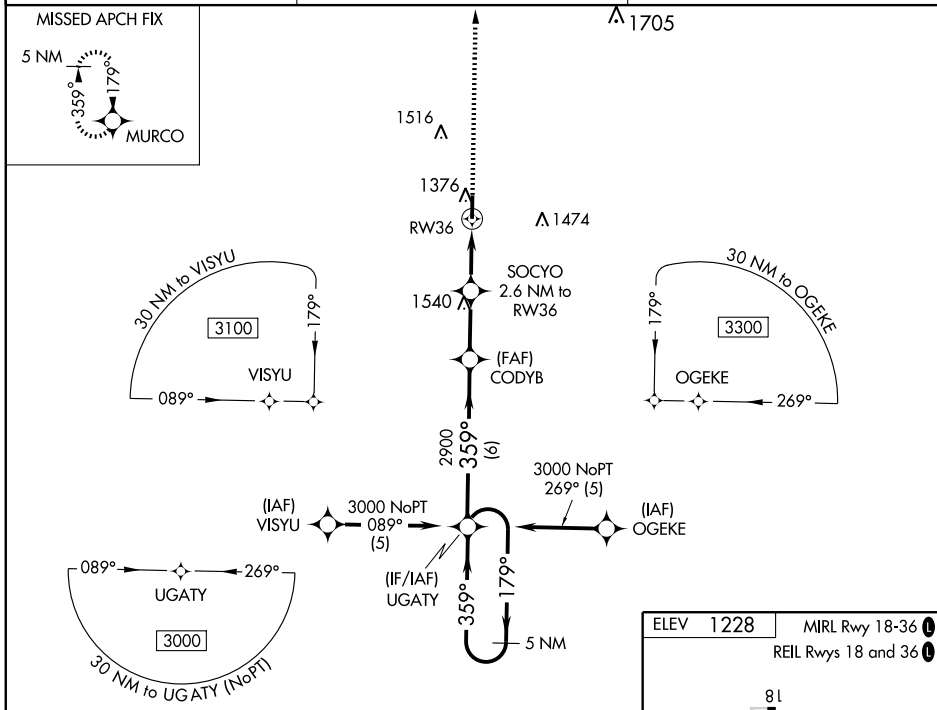
# RNAV (GPS) RWY 36

WEST PLAINS MUNI (UNO)

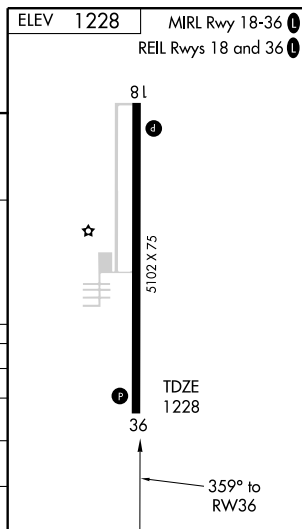
**Baro-VNAV NA** when using Mountain Home, AR altimeter setting.  
**For uncompensated Baro-VNAV systems, LNAV/VNAV NA** below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA.  
 If local altimeter setting not received, use Mountain Home, AR altimeter setting and increase all DAs/MDAs 140 feet. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 3100 direct MURCO and hold.

ASOS <b>123.825</b>	MEMPHIS CENTER <b>120.075 289.4</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA	1478-1	250 (300-1)		NA
LNAV/VNAV DA	1529-1	301 (400-1)		NA
LNAV MDA	1580-1	352 (400-1)		NA
CIRCLING	1680-1	452 (500-1)	1680-1½ 452 (500-1½)	NA



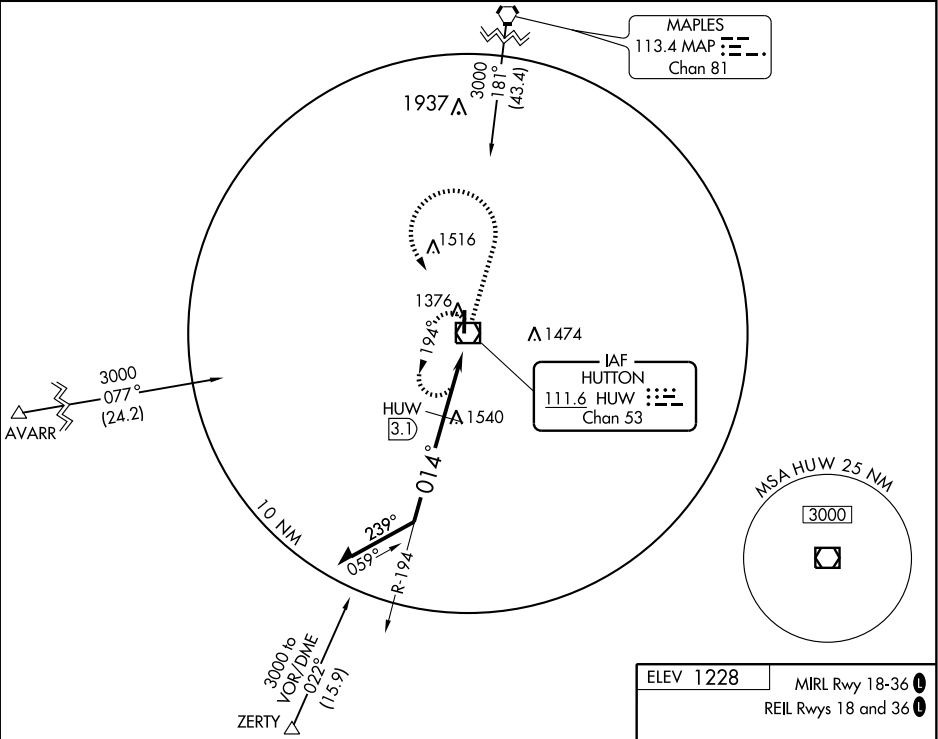


VOR/DME HUW <b>111.6</b> Chan <b>53</b>	APP CRS <b>014°</b>	Rwy Idg TDZE Apt Elev <b>5102</b> <b>1228</b> <b>1228</b>
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VOR RWY 36  
WEST PLAINS MUNI (UNO)

<b>V</b> VDP applies to DME minimums only.	MISSED APPROACH: Climb to 3000 then left turn direct HUW VOR/DME and hold.
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ASOS <b>123.825</b>	MEMPHIS CENTER <b>120.075 289.4</b>	UNICOM <b>122.8 (CTAF)</b>
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Remain within 10 NM			
CATEGORY	A	B	C
S-36	1900-1	672 (700-1)	1900-2
CIRCLING	1900-1	672 (700-1)	1900-2
DME MINIMUMS			
S-36	1600-1	372 (400-1)	NA
CIRCLING	1680-1	452 (500-1)	NA

